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The Hongkong Telegraph

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KING'S PROGRESS CHECKED.

LATEST BULLETIN NOT FAVOURABLE.

GENERAL CONDITION IS NOT QUITE SATISFACTORY.

INCREASED ANXIETY.

London, Dec. 15.

"The King has had a somewhat disturbed day and his Majesty's general condition is not quite satisfactory. The pulse, however, remains steady."

(Signed)

Stanley Hewitt.

Hugh Ripley.

Dawson of Penn.

The disappointing bulletin above was posted outside Buckingham Palace at 8.15 p.m. to-night, giving rise to increased anxiety among the large crowd, which had, as usual, assembled.

Undoubtedly, the bulletin is unsatisfactory, though it is pointed out at the Palace that there is no need for alarm as the pulse is steady, which is taken to indicate that the strength of His Majesty's heart is maintained.

Anxiety, however, prevails in the Palace as to-day marks a check in the King's progress towards recovery.

It was authoritatively stated during the afternoon, that there was no change in the King's condition, and there was then an air of slightly greater confidence among the Household officials.

Even then it was emphasised that anxiety must continue, by reason of the fact that the King is still suffering from general infection of the system. Anxiety must go on until it is definitely known whether the King's strength is sufficient to banish the microbes from the body.

The bulletin of this morning and the Queen's message to President Coolidge made it clear that while the King was going on as reasonably as could be expected, a long and arduous struggle is to be faced before His Majesty can recover.

The morning bulletin is interpreted by medical experts in the newspapers to mean that the abscess is being drained properly through the tube and that the King's vitality is gaining on the poison in the system.

Low Condition.

A dramatic improvement frequently seen after an empyema operation has not yet been observed, and this is attributed to the fact that when the King was operated upon he was in a very low condition affecting his recuperative powers.

His Majesty's system appears to be so saturated with the poison that the struggle to overcome the infection must be long and difficult.

Imperial Conference.

Reuter's Lobby correspondent understands that following confidential communications with the Dominions, the decision as regards the holding of the next Imperial Conference has been postponed until the New Year, one reason undoubtedly being the question of the King's health.

A message to the Queen has been received from the European Association Conference at Calcutta, expressing deep sympathy at the King's illness and stating that the Conference shares her anxiety and prays for His Majesty's complete recovery.

Prince George Sailing.

New York, Dec. 14.
Prince George arrived at New York to-day in the British cruiser, H.M.S. Durban, anchoring for a time in Lower Bay owing to the dense fog.

As the cruiser passed Governor's Island, the battery accorded the Prince a salute of 21 guns.

The Prince has already boarded the great liner Berengaria, which will sail at midnight for England.

NEW CHINA TARIFF SCHEDULE.

NO REAL DISCREPANCY WITH POWERS' DECISION.

DE JURE RECOGNITION.

London, Dec. 14.

The new tariff schedule promulgated by the Foreign Ministry of the National Government of China in a vote to the powers a few days ago was the subject of a question in the House of Commons to-day, the interrogator asking whether the Government proposed to raise objections.

In a written reply, Mr. G. Lockhart-Lampson, the Under-Secretary for Foreign Affairs, said that the new tariff would be enforced on February 1st next.

With the exception of certain articles, which were subject to special rates, apparently the rates of duty decided upon were identical with those of the interim schedule accepted by the foreign delegation in 1926.

The Commercial Secretary in Shanghai has been instructed to examine the tariff in detail and to report any discrepancy. No reply as far as he was aware had been returned to the Note of the Foreign Minister.

Mr. Lockhart-Lampson added that Sir Miles Lampson's visit to Nanking does not indicate recognition of the National Government of China by the British Government, but *de jure* recognition would be the necessary consequence of the signature of any Treaty which might be concluded as the result of negotiations which Sir Miles Lampson is conducting.—*Reuter and British Wireless.*

BRITAIN'S DEBT TO AMERICA.

ANOTHER BIG PAYMENT MADE.

London, Dec. 14.

A payment of \$94,200,000 was made to-day by the British Government to the United States Treasury, of which sum an amount of \$27,000,000 is on account of repayment of principal on the War Debt, the balance being the interest.

With this payment, the total payments to the United States since the funding of the British Debt amount to \$396,438,000, of which \$147,000,000 has been on account of repayment of principal.

The amount outstanding has now been reduced to \$4,463,000.—*British Wireless.*

MOUNTED POLICE CHARGE MOB.

ANTI-AMERICAN OUTBREAK IN ARGENTINA.

Buenos Aires, Dec. 14.

The pronounced anti-American feeling in Argentina since the intervention of the United States in Nicaragua flared up to-day when a group of General Sanjines' sympathisers protesting by Mr. Hoover's presence paraded the streets with provocatively inscribed banners.

Mounted police eventually charged the demonstrators and several were wounded and arrested.—*Reuter's American Service.*

AFGHAN REBELS GIVE TROUBLE.

FAILURE TO OBSERVE TRUCE.

Peshawar, Dec. 14.

A message from Jalalabad states that the Shinwari rebels are not observing the truce. Bombing operations are proceeding.

The Sirdar of Allahabad has left Kabul with reinforcements for the scene of the trouble.—*Reuter.*

In reply to President Coolidge—"The Queen is most grateful for your kind message, of which His Majesty will in due course be informed, so soon as his strength permits. Though the recent operation successfully treated one phase of the King's serious illness, the consequences of the general infection will entail many weeks of slow and anxious progress before convalescence can be reached."

London, Dec. 14.
The following message, signed by Lord Stamfordham, has been sent

SERIOUS FIRE AT WEST POINT.

TWO HOUSES GUTTED COMPLETELY.

BRIGADE FIGHTING FLAMES FOR THREE HOURS.

INCENDIARISM FEARED.

The second serious fire of this week occurred in the early hours of this morning, the Central Fire Brigade turning out in response to a call from Connaught Road West, where No. 135 was found to be blazing furiously.

A high wind was blowing at the time of the conflagration and the situation being hereby rendered more dangerous, a general call was issued, four appliances from Central, one from Kennedy Town, one from Wanchai, and the fire-boat being employed in combatting the fire.

No Casualties.

Two houses were completely gutted, and the two houses on either side badly damaged by fire and water before control was gained. Fortunately, no lives were lost. The call was sent through at approximately 4.30 a.m. and the Brigade were kept busy fighting the flames for nearly three hours.

AMERICAN PLAYWRIGHT DISAPPEARED?

Report of Shanghai Mystery Published.

CONFLICTING STORIES.

Telegraphic news from London, received in the Colony to-day, states that a report has been issued by one of the American news agencies to the effect that Mr. Eugene O'Neill, the well-known American playwright, has disappeared mysteriously in Shanghai.

Another report, however, has it that Mr. O'Neill was due to arrive in Hongkong to-day (Saturday).

The only liner in from Shanghai to-day is the s.s. President Monroe, and up to the time of going to press we have been unable to trace Mr. O'Neill as having been a passenger by that boat.

In view of the close proximity of the houses to the waterfront, the fire loss was able to render material assistance.

The first sign of the outbreak was observed at 4.10 this morning when flames were seen shooting from the first floor of No. 135, Connaught Road West. The fire rapidly reached the upper storeys and when the first appliance reached the scene, the whole of this house was ablaze.

There was no chance of saving any part of the building, so the firemen concentrated their activities on the adjoining house.

Despite all their efforts, however, the flames spread to No. 136 on the one side and No. 134 on the other, gutting the former and practically the whole of No. 134. Two other houses on the sides were also involved, but were not destroyed.

Incendiarism Suspected.

Eye-witnesses stated that there was a wholesale exodus of tenants as soon as the first police whistle was blown, and the arrival of the many fire engines was the signal for another general clear-out. This was a fortunate circumstance, and, as a result, there was no casualty.

The first floor of No. 135 is occupied by a firm of exporters trading under the name of Foo Tsai, who had let the back portion of their premises to rattan dealers. The intensity of the fire is in some way accounted for by the fact that some of the floors involved were used as godowns.

The buildings involved were all four-storeyed houses and an interesting feature is contained in a police report issued this morning, stating that the inmates of No. 135 Connaught Road West, where the fire originated, cannot be

DR. WANG'S HOUSE WRECKED.

RIOTERS ATTEMPT TO SET IT ON FIRE.

NANKING RIOT LATEST.

A Naval wireless message received in Hongkong to-day gives a few further details of the Nanking rioting (reported in the Telegraph yesterday) and states that the rioting by students took place on Thursday evening. The students demonstrated against Dr. Wang, completely wrecking his house.

Attempts to set it on fire were frustrated and a plan to burn his motor car also came to nothing. The students apparently objected to Dr. Wang's handling of treaties with Foreign Powers. The riot was quelled by the Police and the situation is now quiet. Dr. Wang himself is in Shanghai. The British Minister is also in Shanghai but is due to return to Nanking to-day.

THE TEST MATCH STOPPED.

STORM CAUSES BAD LIGHT.

SUTCLIFFE CAUGHT OUT.

Sydney, Dec. 15.

On the resumption of the Test Match to-day, Australia's remaining wicket was taken for the addition of only two runs.

The man-out was Ironmonger, who was caught behind the wicket by Duckworth, off Larwood. He had scored one run. Oldfield was not out with 41 to his credit. He made his runs by sound cricket after an uncertain start, battling for 103 minutes. The complete innings, 253 all out, lasted for 302 minutes.

The English bowling analysis is as follows:

O. M. R. W.
Larwood 26.2 4 77 3
Tate 21 9 29 0
White 30 10 79 0
Geary 18 5 35 5
Hammond 5 0 18 0

A. P. F. Chapman naturally sent out Hobbs and Sutcliffe to open England's innings, and they batted patiently without chance until lunch, when 36 runs were scored without loss.

Hobbs scored with far more freedom than his partner, and at the interval had contributed 25.

On the resumption after lunch, the crowd, which had previously totalled 40,000, had swollen to 50,000. The weather was sultry and the wicket fast.

Sutcliffe, playing his fourth ball after lunch, made a half-cock stroke and was caught easily in the slips by Hendry off Ironmonger. He had scored 11 runs.

The score then stood at 37 for one wicket.

The greatest enthusiasm prevailed among the crowd which was tuxing the ground's accommodation to its utmost.

Hammond joined Hobbs and, making a drive through cover, off Grimmett, scored the second four of the innings. Fifty was signalled after 85 minutes play.

When Hobbs had reached 36 and Hammond 12, had light put a stop to play. Lightning and slight rain gave every prospect of a heavy storm being about to break.

The state of the score when play ceased was 59 for one wicket.

England, 1st Innings.
Sutcliffe, c Hendry, b Ironmonger 56
Hobbs, not out 36
Hammond, not out 12
Total (for 1 wicket) 59

Play was subsequently resumed and at the close England had scored 113 for two wickets.—*Reuter.*

PLIGHT OF BRITISH MINERS.

MR. BALDWIN APPEALS TO COUNTIES.

LORD LIEUTENANTS ASKED TO CO-OPERATE.

PATHETIC CONDITIONS.

London, Dec. 14.

The plight of British miners, on whose behalf a national appeal was issued a few days back, is giving cause for still deeper concern, and the Premier, Mr. Baldwin, has to-day addressed all the Lord Lieutenants of all the Counties, appealing for assistance in raising additional help for the relief of the continued distress in the coalfields.

Mr. Baldwin mentions that the Government has appointed an organising secretary to undertake coordination of the various relief agencies.

The Lord Mayors' Fund, the original appeal, was practically exhausted at the end of November. The Lord Mayor of London asked all the chief citizens of cities and municipalities through England and Wales to hold public meetings and otherwise to enlist support in the establishment of organisations for the collection of gifts of clothing, while a meeting of the Lord Mayors and Mayors of England was held in London a few days ago for a discussion of the problem.

County Assistance.

Mr. Baldwin now suggests that the Lord Lieutenants might co-operate in the national appeal decided upon by inaugurating County organisations to further the objects of the Lord Mayors' Fund.—*Reuter.*

The Lord Mayors of London, Newcastle-on-Tyne, and Cardiff some time ago opened a Lord Mayors' Fund for the help of the distressed mining areas.

Up to date that Fund has raised, in round figures, a sum of £100,000. The money is not nearly enough. There are probably 200,000 or more miners out of work, and £100,000 means a maximum of 10s. each with which to face the winter—not 10s. a week, but 10s. for the winter.

Suffering for Folly.

Probably many reasons could be given as to why the Lord Mayors' Fund has not been a greater success; but one of the chief reasons is the feeling at the back of the minds of many of the usually benevolent public that the miners have largely themselves to blame for their present plight.

This may be true, but if so, they have suffered for their folly. For two years now the strike has been over, and apart from the post-strike rush of orders, the coal trade has never recovered its former volume.

When the Lord Mayors' Fund was started, the then Lord Mayor of Cardiff appointed a Central Committee, and divided the area into 20 districts, each with a district committee operating on behalf of the Central Committee.

Up to the present approximately 65,000 children have been provided with stout boots and large quantities of serviceable garments. Also, maternity outfits have been distributed amongst the mothers.

Pathetic Conditions.

The mothers are much the worst sufferers throughout the area, though there is another class of victim whose case is tragic—that of boys between 14 and 21, who have never been in work since they left school. The mothers are the worst-clad members of the family. They cut up their garments for the children till they have hardly any left for themselves—and the less said about their own footwear the better.

It is pathetic to see the requisitions from the district committees being drastically cut down in the Lord Mayors' rooms at the Cardiff City Hall. But there is no help for it. South Wales, up to the moment, has had £38,000 of relief money, but that includes £5,000 for the equipment of the

(Continued on Page 18.)

Bulls and Inners

From the Office Butts.

Judging by these city improvement suggestions, local Theosophists seem to be coming down to earth.

With some Hongkong people, it's always the season for shooting—out their necks.

Recent contests have at least demonstrated the fact that local Scotsmen know how to lose.

"Joan"—The instalment plan enables you to do something that you can't afford, in a way that looks as if you could.

"American chewing-gum is gaining a foothold in Japan," says a Shanghai paper. Its faculty in this direction has already caused considerable annoyance on our own pavements.

Chicago is going to have a subway. Business men have grown tired of wearing steel helmets when riding on the street cars to and from work.

In the matter of grey hair, it should be kept dark.

The theory of the modern hotel seems to be that children should be seen and not had.

The question as to who shall head the Salvation Army in the future, appears to be a matter of General disagreement.

"Reader"—We disagree. Almee couldn't have been merely out for the money, for she held a meeting in Glasgow.

The former German crown prince writes a magazine story of how he lost at Verdun. The St. Andrew's Society ought to find out how he managed it.

Brown eyes indicate weakness of will, says a professor. We had never noticed that, but in Hongkong black eyes sometimes reveal a misplaced loving disposition.

The Duke of Gloucester shot a fringed-eyed oryx in Africa. Why doesn't someone try a rifle on some of our football referees?

It is suggested that the question of steel sleepers as against wooden ones, should interest the Hongkong Government.

There's nothing like bowling to set you up, as long as it doesn't upset you.

Our brokers are beginning to pull up their socks. In some quarters this is regarded as a sign of a hard winter.

Canton is ahead of Kowloon. Its C.A.T.S. are a great success.

"Some children," says a novelist, "simply don't know what to do with their toys." No matter where they hide their engine, father is sure to find it and start playing with it.

Kowloon flappers have already commenced practising how to keep still under the mistletoe.

One thing about this water shortage we can now all go to Kowloon for a drink.

Taiipo News.—An attempt has been made to utilize the ponies of the D.O.N., the Inspector of Police and the Mayor as trace horses for the Taiipo Manual Fire Brigade. Immediately upon the conclusion of the first exercises an order was sent to the Crown Agents for a new pole for the bus.

The Post advertises a Tram for Sale. We know they are suffering from competition, but we never imagined it was as bad as that.

The real test of the talking movies will come when the American movie butler in the society from competition, but we never imagined it was as bad as that.

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Nowadays, opportunity knocks at the door and Time has to be seized by the bumper.

In discharging a man accused of stealing vegetables, because of lack of identification, the Kowloon Magistrate appears to have been looking for someone who knew his onions.

After reading the D. P.'s criticism of the Art Club Show we now know that technique can be rather oily or rather loose when it is not altogether dry. Or it can be perfectly simple providing the artist exerts a real effect to make it so. Art, what?

At present, there's an agitation at Home for municipal ownership of electric power plants. Suggested slogan:—"Own your own ohm."

Indignation is the noble emotion that seizes a housewife when she discovers the laundry has lost some of her best hotel towels.

Some of these desirable apartments are not so airy as the landlords' descriptions.

White House may be rent-free, but think what it costs a new President to move in!

Some people own cars and never have a wreck, others own wrecks and never have a car.

The real pioneer takes care that nobody goes one better.

Zaro Agha, 155-year-old Turk, is seeking an American wife. Who said age dims the fighting spirit?

"It is pure chivalry that makes a car driver give a woman the right of way," says a writer. More like pure common-sense.

This sympathetic consideration for the Kowloon Court cat makes us wonder why some ladies don't insure these pets nine times.

Great Words of Little Wives:—"My husband is like a cigarette lighter—he's always going out."

It's no fun being an Observatory official, witness the following effort by one of those weather-watchers:—"When bolometric magnitudes are used throughout, instead of visual or photographic magnitudes, the intrinsic luminosities of the long period variables are probably not inferior to those of the ordinary Cepheids."

The average expectation of life is now put at 71 years. But that's no reason why you shouldn't walk between the white lines.

MacWhirter, he says most men are outspoken—by their wives.

Codfish once formed the currency in Iceland, we read. Must have been a nasty business going round with the collection-plate in church.

The Telegraph in a picture of Mussolini describes him as "Il Danza." This demonstrates the advantages of the command of language.

The Post reports the sale of Coltfoot (by Solario, out of Mont d'Or) for 5,000 guineas. This is not nearly so much as was paid for Helferself (by Ignorance out of Carelessness).

A new bamboo ladder has made its appearance at Taiipo Station. Otherwise, crime in the district is normal.

Thus the Daily Press:—"The late forms the yoke and hem and edges the petal panels over the skirt." The *tant ensemble* does not, however, reveal an inspiration of yolk and ham and eggs.

We notice that a large amount of Chinese Northern Spirit is to be sold by public auction. Buyers take the risk of it being slightly drooping.



Betty: "Let us play at being married."

Michael: "Mother said we mustn't play any noisy games."

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2. The "MAGNET" C.T.S. system using wire covered with hard rubber, and bakelite accessories, forming an all insulated System.

The above constitute the two outstanding systems for surface wiring. They comply with all the regulations, including those of the Fire Insurance Offices.

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THE NAVY'S CHOICE

Gates
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

CHAMBER OF COMMERCE.

EXTRAORDINARY MEETING ON INCORPORATION.

MEMBERS' LIABILITIES.

An extraordinary general meeting of the Hongkong General Chamber of Commerce was held yesterday afternoon to pass resolutions with a view to obtaining incorporation under the Companies Ordinances of Hongkong.

Mr. T. G. Weall (Messrs. Dodwell and Co., Ltd.), the Chairman of the Chamber, presided and the following members of the General Committee were present: the Hon. Mr. C. Gordon Mackie (Vice-chairman), the Hon. Mr. A. C. Hynes, the Hon. Mr. J. Owen Hughes (the Chamber's representative on the Legislative Council), the Hon. Mr. B. D. P. Both, Mr. Neilage S. Brown, Mr. Paul Lauder, Mr. T. E. Pearce and Mr. F. A. Perry, with Mr. R. A. Wadson (Messrs. Deacons, Solicitors to the Chamber for the purpose of incorporation), and the Secretary, (Mr. M. F. Key).

The following members were represented: Messrs. J. M. Alves and Co., Ltd. (Mr. J. M. Alves); Messrs. A. V. Apear and Co., Ltd. (Mr. D. H. Cooper); Messrs. Banker and Co., Ltd. (Mr. L. Hoi-tung); the British-American Tobacco Co. (China) Ltd. (Mr. F. A. Perry); Messrs. Butterfield and Swire, (Mr. N. S. Brown); the Chun On Fire Insurance Co., Ltd. (Mr. T. N. Chau); the Compagnie des Messageries Maritimes, (Mr. C. Lesdos); Messrs. Dodwell and Co., Ltd. (Mr. T. G. Weall) and Mr. F. Syme Thomson; Messrs. Fung Tang, (Mr. Wong Tak-kwong); the General Electric Co. of China Ltd. (Mr. A. B. Raworth); Messrs. Gibb, Livingston and Co., Ltd. (the Hon. Mr. C. G. S. Mackie); Messrs. A. Goekke and Co. (Mr. A. Goekke); Messrs. T. M. Gregory and Co. (Mr. H. M. Gregory); Messrs. T. E. Griffith, Ltd. (Mr. P. A. Dixon); the Hongkong and China Gas Co., Ltd. (Mr. L. J. Blackburn); the Hongkong Electric Co., Ltd. (Mr. F. R. Marsh); the Hongkong and Shanghai Banking Corporation (the Hon. Mr. A. C. Hynes); Messrs. J. D. Hutchison and Co. (Mr. T. E. Pearce and Mr. P. S. Cassidy); Messrs. Jardine, Matheson and Co., Ltd. (the Hon. Mr. B. D. P. Both); the Kailan Mining Administration, (Mr. W. Wright); Messrs. Keller, Kern and Co., Ltd. (Mr. E. Kern); Messrs. Lowe, Bingham and Matthews, (Mr. J. Fleming); Messrs. W. R. Loxley and Co. (Mr. W. L. Pattenden); Messrs. Mackinnon, Mackenzie and Co. (the Hon. Mr. C. G. S. Mackie and Mr. A. E. Martin); The Mitsui Bussan Kaisha, Ltd. (Mr. T. Takahashi); Messrs. A. B. Moulder and Co., Ltd. (Mr. Wong Oi-kut); the National City Bank of New York, (Mr. G. M. Hall); the Nippon Yusen Kaisha, (Mr. Y. Uchida); Messrs. J. M. da Rocha and Co. (Mr. J. M. da Rocha); Messrs. Alex. Ross and Co., Ltd. (Mr. A. W. Hayward); the Shiu On Steamship Co., Ltd. (Mr. T. N. Chau); Messrs. Sing Hing and Co. (Mr. N. C. Horne); the South British Insurance Co., Ltd. (Mr. F. S. Harrison); Mr. B. Talati; the Union Insurance Society of Canton, Ltd. (Mr. Paul Lauder); Messrs. Harry Wicking and Co. (the Hon. Mr. J. Owen Hughes).

Growth of Chamber.

The Secretary read the notice convening the meeting. The Chairman said: Before proposing the resolution which you have just heard I should like to say a few words regarding the reasons for the steps which are contemplated.

The Hongkong Chamber of Commerce was first formed in the year 1861 with a foundation membership of 62 (which it is interesting to note included several firms whose representatives are with us on the present occasion). At that

time a fairly simple form of organization was considered sufficient and under it the Chamber has done a great deal of useful work for 67 years.

As was only to be expected, the membership has during later years considerably increased and consequently there are many spheres of manufacture, shipping and commercial activity now coming within the scope of the Chamber's business which it is difficult to deal with properly under the existing organization.

In addition to this, the liabilities and responsibilities of the Chamber have substantially increased, more particularly in connexion with the certification of Rice exported from Hongkong; and in a great number of instances officials of the Chamber are called upon to carry out very onerous and responsible duties.

Liability Limited.

As was explained in the circular sent with the notice convening this meeting, members of an unincorporated Association have an unlimited liability in relation thereto; any one having a claim against the Chamber can—after he has exhausted the Chamber's funds—pursue the members individually until he obtains all that the Courts award him. Your Committee are anxious to protect the members from any such unpleasant consequences, and in this connexion I should like to point out that under the proposed Memorandum of Association of the Chamber, when registered, the liability in the future of each member will be limited to \$10.00. It is also significant that the Chambers of Commerce of the principal cities in the British Isles have all adopted the safeguard of incorporation.

In view of this your Committee has been advised by the Legal Sub-Committee that it is highly desirable in the interests of the members, that the Chamber should secure the advantages and limitations of liability, which would be obtained by the registration of the Chamber as a Limited Company under the Hongkong Companies Ordinances.

I do not think that the proposed Memorandum and Articles of Association call for special comment. Messrs. Deacons, by whom they were prepared, have based them on those of the Chambers of Commerce of London, Liverpool, Manchester, Birmingham and the British-Romanian Chamber. All that is considered best has been taken from the Memoranda and Articles of Association of those Chambers and incorporated in those suggested for adoption by the Chamber in Hongkong. Members have had an opportunity during the last two weeks or more of perusing the draft at the offices of the Chamber. The objects are set out in the Memorandum and those almost universally adopted by incorporated Chambers of Commerce and include the foundation of scholarships to assist young persons training for commercial careers and to advance and promote commercial and technical education; apart from this the Memorandum might almost be called "common form."

The Winding-up.

So far as the Articles of Association are concerned there is little to say, and I only propose to touch on one or two points arising out of them; it has been thought desirable to encourage firms and limited companies to become members as such; and for that purpose it is provided by the Articles that no person being a member of a partnership firm, or a Director or officer of a Company, shall be qualified for election as an individual member unless his firm or company are already members of the Chamber, or unless the General Committee in view of any special circumstances sanction his election.

It is hoped to have the old Association wound up and the new Company formed and registered by January 1 next year. The General Committee will consist of

(Continued on Page 17.)

The Christmas Store

BUY "HER" A HANDBAG!

WE HAVE OVER 600 TO SELECT FROM
ALL IN THE LATEST STYLES AND COLOURS.

ALSO—
PERFUMES, MANICURE SETS,
HANDKERCHIEFS AND MANY NOVELTIES
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THE NEWEST HATS

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FOR CHRISTMAS.

GIRL'S HATS LESS 20%

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ELECTRO-PLATING	FRIGIDAIRE REFRIGERATORS	KALAN MINING ADMINISTRATION COAL CERAMIC GLASS

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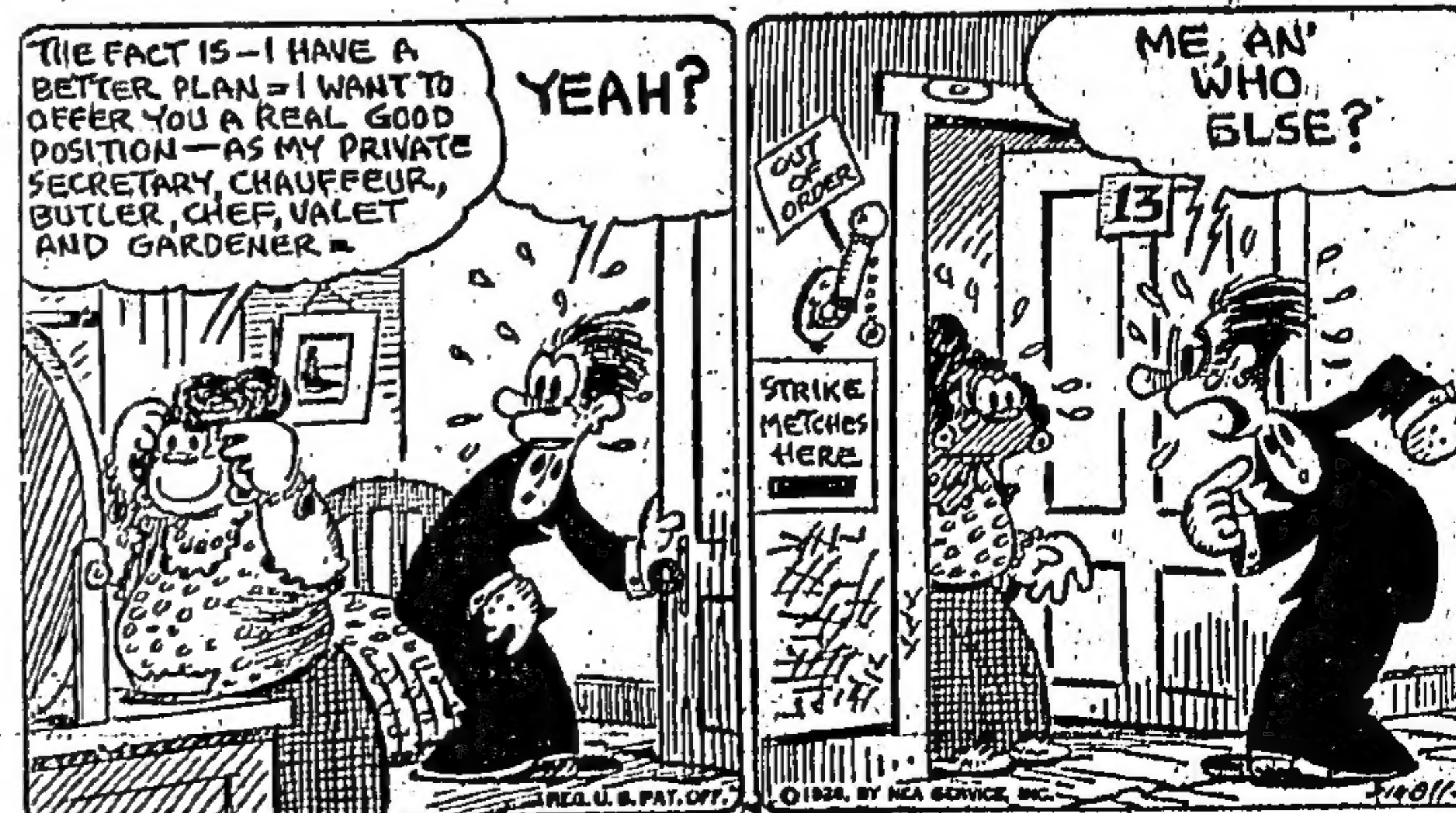
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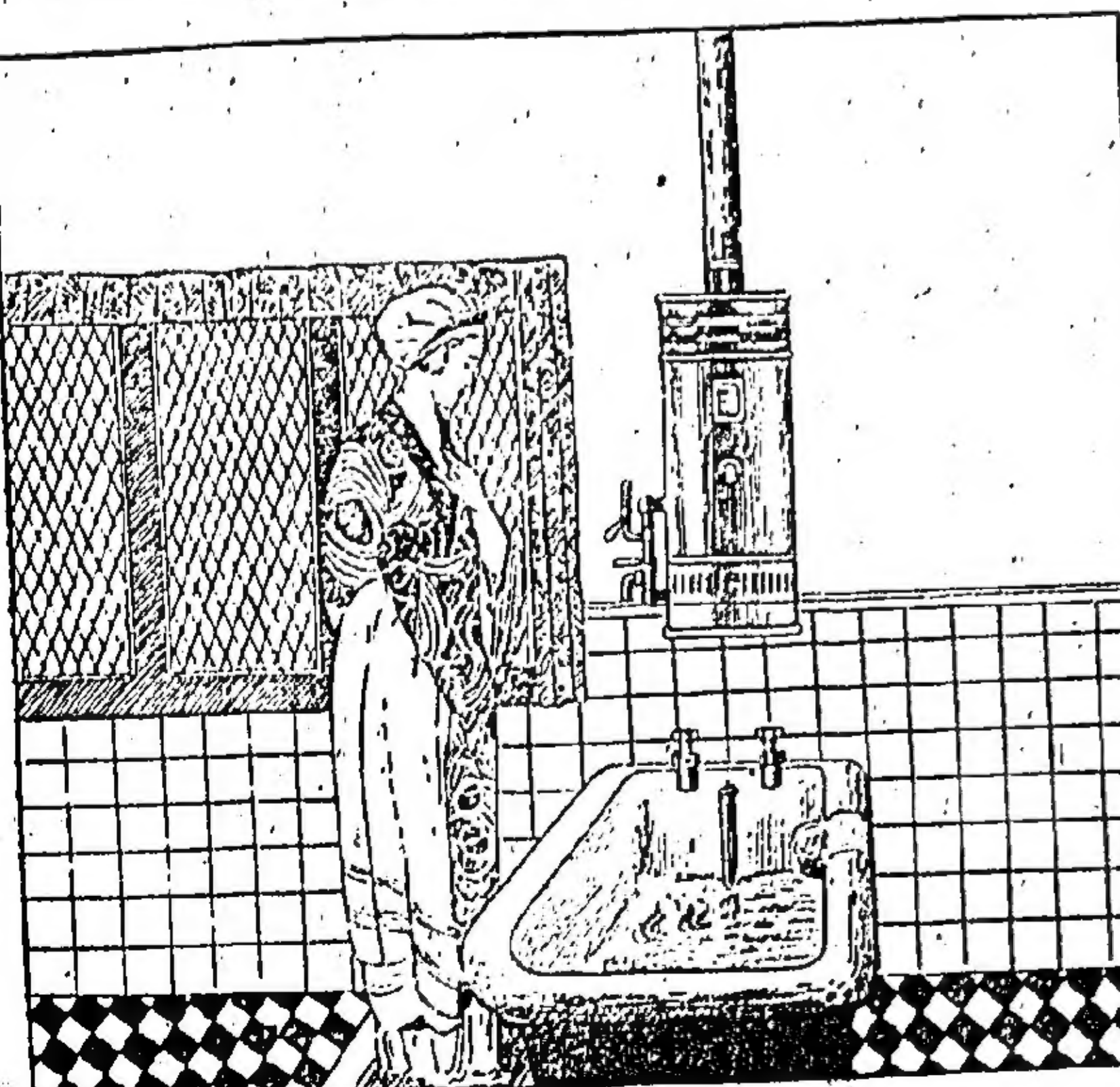
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EXAMINATION RESULTS.

HONGKONG UNIVERSITY MATRICULATION & SENIOR.

The results of the Matriculation and Senior examinations conducted under the auspices of the University of Hongkong last month, are out.

There is an honour list of gratifying length. Queen's and St. Joseph's Colleges having the best aggregate results.

The successful candidates were:

Matriculation Honours List.

Queen's College.—No. 805, Chow Kook (Dist. Trigonometry); 820, Li Ka-lung (Dist. Mathematics, Geography, Physics and Trigonometry); 823, Ling Kam-hon (Dist. Physics); 827, Harbans Singh (Dist. Urdu, Physics, Chemistry and Trigonometry); 828, So Kai-sang (Dist. Chemistry); 833, Wong Mung-fay (Dist. Physics and Higher Mathematics).

Vah Yan College.—No. 861, Tia Meng-eau (Dist. Trigonometry).

St. Joseph's College.—No. 875, Cheung Shu-ling (Dist. History and Trigonometry); 877, F. A. Gill (Dist. History, Higher Mathematics and Trigonometry); 878, H. I. Gonsalves (Dist. English and Trigonometry); 882, M. H. Murphy (Dist. English, French, Trigonometry and Mechanics); 884, Pak Chong-haroon (Dist. Trigonometry and Mechanics); 887, Albert Thomas (Dist. French and Trigonometry); 889, H. W. Wing Lee (Dist. Trigonometry and Mechanics).

Diocesan Boys' School.—No. 945, D. J. N. Anderson (Dist. English, Mathematics, Physics, Trigonometry and Mechanics); 946, S. A. Broadbridge (Dist. Geography and Trigonometry); 957, A. T. Nomanbhoy (Dist. Physics and Trigonometry); 958, Wong Sul-shing (Dist. Trigonometry).

King's College.—No. 980, Chiu Put-po (Dist. Chemistry).

Sacred Heart School.—No. 990, Tsang Koon-ook (Dist. History and Trigonometry).

Central British School.—No. 995, E. L. Hayes (Dist. English, Mathematics and Trigonometry); 1047, E. A. Hosford (Dist. English, History and Trigonometry).

Private Study.—No. 1240, W. J. C. Fletcher (Dist. Trigonometry and Mechanics).

Senior Local Honours List.

Queen's College.—No. 813, Douglas Hunt; 830, Tse Kong-in.

St. Joseph's College.—No. 874, Chao Chu-wan (Dist. Trigonometry); 880, Ho Siew-um (Dist. Mechanics).

St. Mary's School.—No. 1055, Carmen M. da Silva (Dist. Needlework).

St. Stephen's Girls' College.—No. 1178, Choy Oi-chee (Dist. Biblical Knowledge and Music).

Italian Convent.—No. 1216, Maria Van.

Central British School.—No. 1217, J. A. M. Black* (Dist. English and Trigonometry).

*Qualified for Matriculation.

Matriculation Pass List.

Queen's College.—No. 802, Cheung King-chiu; 809, Chung Shing Hoi; 811, E. S. Ho; 814, Jack Hunt (Dist. Trigonometry); 818, Li Fuk-cho (Dist. Trigonometry); 819, Li Fuk-fai; 822, Li Yung-wan; 829, Tam Yuk-tsun (Dist. Trigonometry); 832, Wat Ho-ki (Dist. Trigonometry); 836, Yeung Shiu-lung (Dist. Mathematics, Trigonometry and Book-keeping).

Vah Yan College.—No. 840, Cheung Wai-man (Dist. Mathematics); 846, Kong Yue-kau (Dist. Trigonometry); 849, Lai Woot-ki; 852, Tong Shing (Dist. Trigonometry); 853, Tee Chu-cheung (Dist. Trigonometry); 858, Wong Yuk-shu (Dist. Trigonometry).

St. Joseph's College.—No. 873, Chao Pao-yung (Dist. Trigonometry); 883, A. F. Noronha; 885, J. C. Quincey; 886, C. F. Rozario; 888, C. M. C. Victor (Dist. Trigonometry); 890, Woo Pak-Chuen (Dist. Trigonometry).

St. Paul's College.—No. 892, Chan Kee-kok (Dist. History); 905, Li Man Yick.

Diocesan Boys' School.—No. 950, Chow Hon-shu (Dist. Trigonometry); No. 953, A. S. A. Kyum (Dist. Trigonometry); 954, Lee Ian-pit; 959, W. A. Thomson (Dist. Trigonometry); 960, Wan Kat-lam (Dist. Trigonometry); 961, Wee Chai-ong; 962, Wee Chai-gee; 966, M. M. Yahyahbhoy.

St. Stephen's College.—No. 967, Chan Kwong-ung; 968, Chan Yung-shing; 970, Kho Pek-po; 972, Lee Lok; 975, Tan Chu-sung; 977, Tee Eng-lai.

King's College.—No. 984, Lau Shing-ki; 985, Leung Mo-shun (Dist. Trigonometry); 986, Ng Yee-sin.

Private Study.—No. 1007, W. Hunt; No. 1019, Lim Bo-chin; No. 1025, Quek Cheng-kin; 1028, Shum In-kwong (Dist. Mechanics); 1243, Chan Shu-fatt.

Belilos Public School.—No. 1038, Fung Mui-tung; 1039, Ho Shu-hing; 1041, Ng Po-yung; 1044, Wong Lai-wan.

French Convent.—No. 1057, Ruse Perry.

The following have qualified for entry into the Medical Faculty: No. 1010, William Lai Fook; 1028, Tay Kum-awan; 1245, R. Loong.

Senior Local Pass List.

Queen's College.—No. 801, Chan Po-ying; 804, Chow Ho-man (Dist.

WIRELESS BROADCAST.

THE LOCAL PROGRAMME FOR TO-DAY.

11.30 a.m. to 12.30 p.m. British Official Wireless Press, Demonstration Programme. Chinese and European Music.

1.45 p.m. Weather Report.

5.30 p.m. to 6.30 p.m. Demonstration Programme.

7.45 p.m. Evening Weather Report.

8 p.m. to 10.30 p.m. Evening Programme. (Columbia Records).

"Maritana," Overture. Columbia Symphony Orchestra.

"Petit Suite De Concert," Queen's Hall Orchestra.

"Peer Gynt Suite," Queen's Hall Orchestra.

"Farwell Blues," Charleston Chasers.

"My Gal Sal," Charleston Chasers.

"In Waiting for Ships that never Come In," Tracy-Brown's Orchestra.

"Joline," Tracy-Brown's Orchestra.

"Ten Little Miles from Town," Paul Ash Dance Orchestra.

"Out of the Dawn," Paul Ash Dance Orchestra.

"Little Log Cabin of Dreams," The Radiolites.

"That's My Mammy," The Radiolites.

"My Little Covered Wagon Pal," Eddie Thomas' Collegians.

"Moments with You," Eddie Thomas' Collegians.

"Tom Jones," Selections. Grenadier Guards Band.

"Evensong," Organ Solo by Pattman.

"The Storm," Organ Solo by Pattman.

"Coolin' Time," Les Relaman's Dance Orchestra.

"When the Moon Comes," Les Relaman's Dance Orchestra.

10 p.m. British Official Wireless Press.

"Sweet Lorraine," Gerald Mark's Dance Orchestra.

"If I can't have You," Gerald Mark's Dance Orchestra.

"Don't Wait Until the Lights are Low," Broadway Nitelites.

"You're a Real Sweetheart," Broadway Nitelites.

"Cheerio," The Radiolites.

"One Step to Heaven," The Radiolites.

"Song Hits," Organ Medley by Quentin Maclean.

"Dream River," Francis Craig's Dance Orchestra.

"All Day Long," Francis Craig's Dance Orchestra.

"Beautiful Face have a Heart," Chiquet Club Takmos.

"Too Busy," Chiquet Club Takmos.

"Right out of Heaven," Ben Solvin and his Orchestra.

"Lady Whippoorwill," Ben Solvin and his Orchestra.

10.30 p.m. Close Down.

Trigonometry): 808, Chui Ping-kuen; 821, Li Kai-ying; 824, Lo Ho-lu; 825, Ng Woo.

Vah Yan College.—No. 850, Lau Ip-yuen (Dist. Trigonometry); 854, Leung Yun-chung; 856, Ma Shung-chi; 857, Mok Ping-nam; 858, Ng Tsun-fan; 860, Tang Ning-wah; 865, Wong Chak-chuen; 866, Wong Kam-shuen; 1144, Luk Kong-leung.

St. Joseph's College.—No. 876, Chou Wing-ki; 891, C. M. Xavier.

St. Paul's College.—No. 893, Chan Ki-sung; 907, Pong Tak-ming; 908, Tang Nai-chiu; 910, Tse Wai-lam.

Tutorial Institute.—No. 913, Chan Sau-ping; 919, Fogg Yat-hiao; 920, Kan Lai-to; 933, Tan Chocher; 938, Tsai Kwoon-shiu (Dist. Trigonometry); 940, Wong Kachie; 941, Wong Lan-kei.

Diocesan Boys' School.—No. 955, Ma Chiu-chong; 958, B. Wong; 964, Wong Ki-hui.

King's College.—No. 981, Fung Hing-kan (Dist. Trigonometry); 982, Lai Chin-cheong.

Private Study.—No. 1005, Ho Man-kwong.

St. Stephen's College.—No. 1127, Ching Wong-fatt; 1129, George Lau; 1135, Ling Sung-kai (Dist. English); 1140, Yeung Sze-keung.

Docks School.—No. 1150, Leung Shu-yau.

Central British School.—No. 1154, A. C. Maycock; 1155, R. H. A. Woolley (Dist. English); 1048, P. C. Hynes; 1218, M. L. W. Bryson; 1219, B. Budden (Dist. English); 1220, E. B. Moses.

Belilos Public School.—No. 1042, B. A. Remedios; 1043, Tse Tong-lai; 1221, F. D. Gomes.

Italian Convent.—No. 1049, A. Albuquerque; 1050, L. Cheung; 1051, H. Silva; 1052, Tam Bick-hing; 1211, M. Geng; 1212, M. de la Sala; 1213, Annie Tse; 1214, Cecilia Tse; 1215, Mary Tse.

St. Mary's School.—No. 1053, I. Pestonji (Dist. English); 1054, T. Sanchez; 1956, W. Wong; 1198, B. Britto; 1199, D. Gosano; 1200, B. Remedios; 1201, S. Remedios; 1202, I. S. Remedios; 1203, C. V. Ribeiro; 1204, E. Rosario.

St. Stephen's Girls' College.—No. 1174, Au Yuet-hang; 1175, Chan Shuk-hang; 1176, Chan Wai-lam; 1177, Cheng Mei-hing; 1178, Ho Hon-lai (Dist. English); 1179, Ho Hon-lai (Dist. English); 1180, Kwok Pul-chee; 1181, Kwok Wai-fun; 1182, Law Pul-yew; 1183, I. Mok; 1184, O. Surh (Dist. Biblical Knowledge).

Diocesan Girls' School.—No. 1187, E. L. Batalha (Dist. Domestic Science); 1188, E. Broadbridge (Dist. Domestic Science); 1189, M. Chan Tong; 1190, E. Kow; 1191, E. Lang; 1192, E. Lee Mong-kow; 1195, M. Wong.

French Convent.—No. 1206, L. Chue; 1207, D. Hirschberg; 1208, S. Hong; 1209, R. O. Pau.

*Qualified for Matriculation.



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445, 449, 450.

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New Advertisements.

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Saturday, 22nd December
FIRST RACE
3 P.M.

Admission to Public Enclosure \$1.00 (Soldiers & Sailors in uniform half price)
Cars parked on course \$10.00 each
Special train leaves Kowloon 1.50 p.m.
Returns 3.40 p.m.
First class return fare including admission to Public Enclosure \$2.00
Free parking for cars.

PUBLIC BAND CONCERT.

A Public Band Concert will be given in the
BOTANIC GARDENS
on SUNDAY, December 16th,
from 4 to 5.30 p.m.
By the Band of the
KING'S OWN SCOTTISH
BORDERERS.
(By kind permission of Lt.-Col. L. J. Conyn, C.M.G., D.S.O. and Officers.)

Admission to Gardens free,
50 cents to Enclosure.
Special Chairs, 50 cents extra.

CHURCH NOTICES.

To-morrow the Third
Sunday in Advent.
LOCAL SERVICES.

St. John's Cathedral, Hongkong, December 16th 1928. 3rd Sunday in Advent. Holy Communion 8 a.m. Children's Service 10 a.m. Peak Sunday School, 10 a.m. Matins 11 a.m. Preacher: The Dean. Holy Communion 12 noon. Evensong 6 p.m. Preacher: The Rev. H. V. Koop. Social Evening in Cathedral Hall after Evensong.

Union Church, Kennedy Road, Sunday, December 16th. Minister, Rev. F. C. Young. Sunday School 10 a.m. Morning Service 11 a.m. Preacher, The Minister. Sermon "The Storm." Hymns 130, 762, 513, 182. Evening Service 6 p.m. Preacher, The Minister. Sermon "Simon's Education." Hymns 37, 264, 478, 675.

St. Andrew's Church, Kowloon. December 16th 3rd Sunday in Advent. 8.15 a.m. Holy Communion. 10 a.m. Sunday School Service. 11 a.m. Morning Prayer and Sermon. Preacher, The Vicar. 2.45 p.m. Sunday Schools. 6 p.m. Evening Prayer and Sermon. Preacher, The Rev. J. J. Hodgins. C.F. Wednesday 19th 6 p.m. Evening Prayer and Address. Friday, 21st ST. THOMAS DAY. 7 a.m. Holy Communion.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "God The Preserver of Man." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass U.S.A.

S. D. A. Hall, 1st floor, Bank of China Building, Queen's Road and Duddell Street, Subject "The Power of the Word of God." Sunday night December 16th 8.30 p.m. Tuesday night 8.30 p.m. Pictured Lecture Everyone Welcome.

REPULSE BAY HOTEL.

NEW YEAR'S EVE
CARNIVAL.

The management begs to notify that no further reservations can be made for the above function, the available accommodation being fully reserved.

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PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction on MONDAY, the 17th December, 1928, commencing at 10.30 a.m. at No. 36A, Queen's Road Central. (opposite Queen's Theatre). A Fine Assortment of Silk Goods comprising:—
Printed Silk, Stripe Fuji Silk, Pongee Silk, Flower Silk, Mandarin Coats and Skirts, Embroidered Shawls, Printed Shawls and Scarves, Ladies' Pyjamas, Gentlemen's Gowns, Cotton Pyjama Suits Silk Socks and Stockings, Sundry Fancy Goods, etc., etc.

also on the same day, at 8.00 p.m. Shop Furniture comprising:—
Glass Show Cases, Glass Counters, Mirrors, Shop Fittings, etc., etc.
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The Undersigned have received instructions to sell by Public Auction, on TUESDAY, the 18th December, 1928, commencing at 2.30 p.m. at their Sales Room, Duddell Street.
A Large Assortment of Toys comprising:—
Aluminium Tea Sets, Dressed Dolls, Sico Dolls, Furniture Sets, Stockings, Rubber Balls, Cricket Balls, Games, Mechanical Toys, Xmas Tree Decorations, Crackers, Paper Flags, etc., etc.

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PLEASE NOTE.

All firms, shops, trades, professions, associations, etc. are cordially invited to send in full particulars as early as possible for FREE INSERTION in the next issue of LEB'S TRADE & SHOPPING GUIDE OF HONGKONG (An Anglo-Chinese Directory).

The next issue will be greatly improved, and much useful information heretofore unpublished will be incorporated in it. SUGGESTIONS FOR IMPROVEMENT WILL BE MUCH APPRECIATED.

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POST OFFICE NOTICE

INWARD MAILS.		From	Per	Due
Shanghai and Swatow	Per	Chonan	December 15.	
U.S.A., Honolulu, Japan, Shanghai, and Europe via Siberia (London 23rd and 24th November)	President's Monroe	December 15.		
Europe via Negapatam (letters and papers) London 15th November, and parcels, 8th November	Aeneas	December 16.		
U.S.A. Honolulu Japan and Shanghai	President Pierce	December 17.		
Manila	President Madison	December 17.		
Straits	Treasurer	December 17.		
Shanghai and Amoy	Ning Hai	December 17.		
Japan	Portico	December 18.		
Straits	Sado Maru	December 18.		
Saloon	Gazana	December 18.		
Canada, U.S.A., Japan and Shanghai	Athos II	December 18.		
Australia and Manila	Empress of Asia	December 20.		
U.S.A., Canada, Japan and Shanghai	Aki Maru	December 21.		
For	Pres Jackson	December 21.		
OUTWARD MAILS.		For	Per	Date and Time.
Amoy	Per	Kiangchow	Sat., Dec. 15, 2.30 p.m.	
Straits, Ceylon, India, Mauritius, E. and S. Africa and Aden	Equillino	Sat., Dec. 15, 2.30 p.m.		
Sa Shui and Wuchow	Anjou	Sat., Dec. 15, 4 p.m.		
Honglow, Pakhoi and Haiphong	Limchow	Sat., Dec. 15, 5 p.m.		
Manila	Pres Monroe	Sat., Dec. 15, 5 p.m.		
Parcels for Germany via Hamburg	Coblentz	Sat., Dec. 15, 5 p.m.		
Holhow, Pakhoi and Haiphong	Limchow	Sun., Dec. 16, 8.30 a.m.		
Bangkok via Swatow	Kiangchow	Sun., Dec. 16, 9 a.m.		
Swatow, Amoy and Formosa	Hozan Maru	Sun., Dec. 16, 9 a.m.		
Shanghai and Daini	Kanchow	Sun., Dec. 16, 9 a.m.		
Straits and Calcutta	Hosang	Mon., Dec. 17, 1 p.m.		
Swatow	Parcels	Noon		
Holhow Pakhoi and Haiphong	Hydrangea	Mon., Dec. 17, 2.30 p.m.		
Japan	Chusan	Tues., Dec. 18, 8.30 a.m.		
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and S. America	Ginyo Maru	Tues., Dec. 18, 10 a.m.		
*Europe via San Francisco and Europe via Siberia	President Madison	Tues., Dec. 18, 11 p.m.		
Saloon, *Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Parcels	17, 5 p.m.		
	Letters	18, 9.45 a.m.		
	Letters	18, 10.30 a.m.		
	(Due San Francisco 9th Jan.)			
	K. P. O.	10 a.m.		
	Registration	12.45 p.m.		
	Letters	1.30 p.m.		
	(Due Marseilles 18th January, 1929.)			
	Athos II	Tues., Dec. 18, 1 p.m.		
	Shantung	Tues., Dec. 18, 1.30 p.m.		
	Hat Ning	Tues., Dec. 18, 2 p.m.		
	Pres. Pierce	Tues., Dec. 18, 4.30 p.m.		
	Kwai Sang	Tues., Dec. 18, 5 p.m.		
	Sado Maru	Wed., Dec. 19, 10.30 a.m.		
	Registration	6.45 a.m.		
	Letters	9.30 a.m.		
	(Due Thursday Island 31st Dec.)			
	Hinsang	Wed., Dec. 19, 10.30 a.m.		
	Hupei	Wed., Dec. 19, 1.30 p.m.		
	Chinhua	Thurs., Dec. 20, 10.30 a.m.		
	Kukiang	Thurs., Dec. 20, 1.30 p.m.		
	Aki Maru	Fri., Dec. 21, 9.30 a.m.		
	Haiyang	Fri., Dec. 21, 1 p.m.		
	Emp. of Asia	Fri., Dec. 21, 3.30 p.m.		
	Huichow	Sat., Dec. 22, 2.30 p.m.		
	Hector	Sat., Dec. 22, 10.30 a.m.		
	K. P. O.	3 p.m.		
	Registration	4.30 p.m.		
	Letters	4.30 p.m.		
	G. P. O.	4.15 p.m.		
	Registration	4.15 p.m.		
	Letters	4.15 p.m.		
	(Ship sails daylight Mon., 24th inst.)			
	(Due Marseilles 23rd Jan. 1929.)			
	Naldora	Sat., Dec. 22, 10.30 a.m.		
	K. P. O.	21, 4.30 p.m.		
	Parcels	22, 9 a.m.		
	Letters	22, 10 a.m.		
	G. P. O.	21, 5 p.m.		
	Reg.	22, 9.45 a.m.		
	Letters	22, 10.30 a.m.		
	(Due Marseilles, 18th Jan. 1929.)			
	Suisang	Sat., Dec. 22, 10 a.m.		



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HER"

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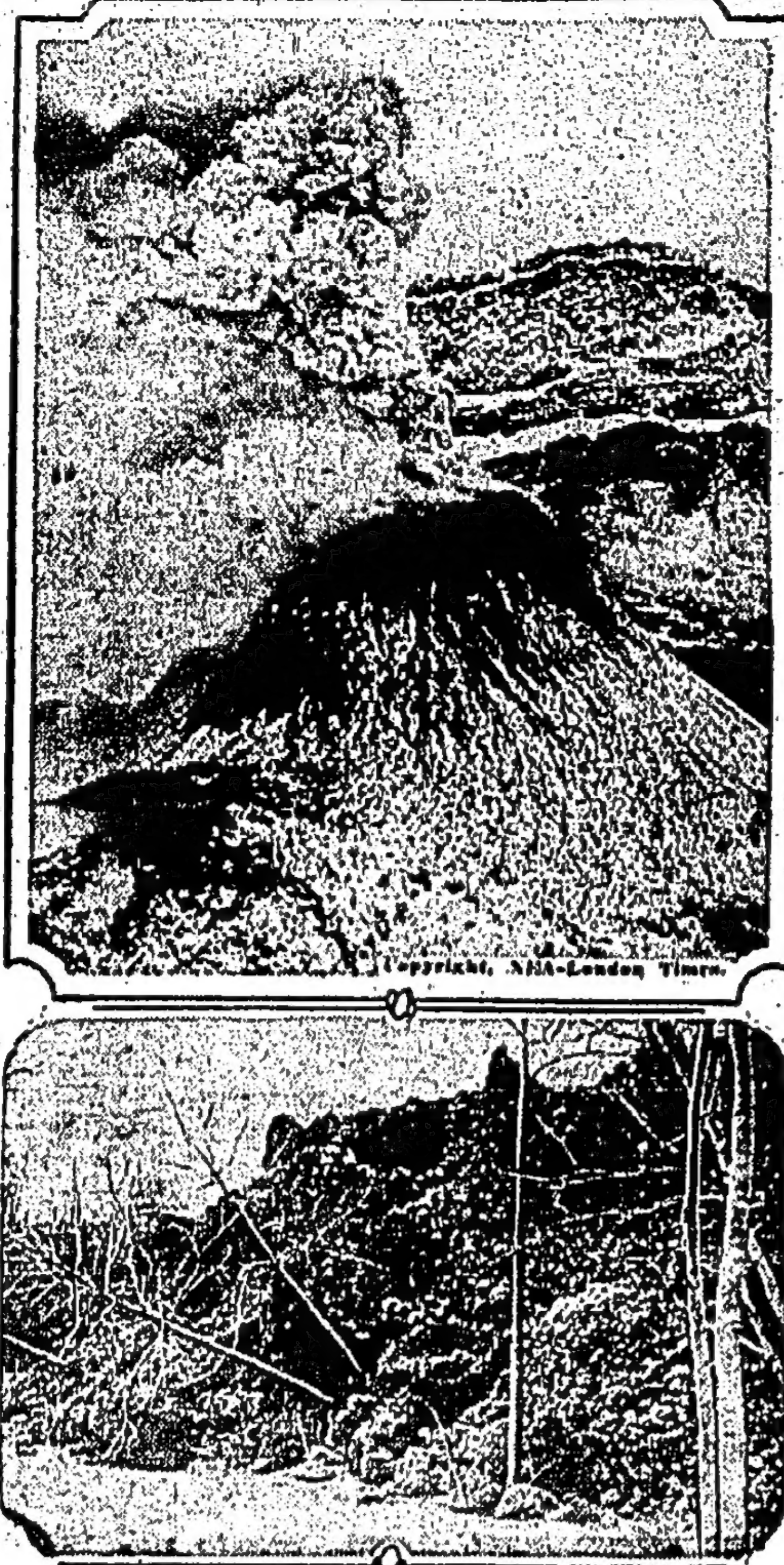
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VESUVIUS IN ERUPTION.



This striking picture of a volcano in eruption shows Mt. Vesuvius, Mt. Etna's fiery neighbour, in action. Deep, rumbling explosions accompany the flow of lava from the smoking crater. The lower picture shows a wall of moving lava, pushing irresistibly onward at a speed of about five miles an hour and burying everything in its path.

SOVIET LOOT "SALE."

COURT RANS MORE TREASURES.

Berlin, Nov. 7.
The second day's sale of Soviet art treasures by Messrs. Lepke took place this morning under the watchful eye of the Court Bailiff, who was present throughout the proceedings.

This functionary was sent by the Court in order to safeguard the execution of an interim injunction obtained on behalf of fourteen dispossessed Russians to restrain the sale of sundry statues and pictures which they claimed as theirs. Among the claimants are Prince Jussupoff, Count Alexis Bohrinakof, Prince Serge Dolorokoff, Prince Dmitri Obolenski, Countess Solokub, and ten others who obtained their injunctions jointly last evening, following upon Prince Kotromantiz's successful appeal earlier in the day. The auctioneers opened this morning's proceedings by announcing the action of the Court. They thought to waive aside the whole matter with a jest to the effect that several Princes were claiming the same object, and optimistically declared that after further court formalities they would put up the withdrawn articles to auction in a few days.

When they came to enumerating some of the withdrawn articles they had to confess that the piece de resistance of the whole day's sale was among them, namely, the picture "Titus Rembrandt as a Boy," by Nicolas Maes, which they had estimated to fetch 35,000 marks, not to mention three important pictures by Hubert Robert and two by Francois Boucher, whose withdrawal was a particular disappointment to the French buyers. The announcement was received with a chorus of "Ah" from all parts of the hall.

Proceeds Impounded.

The estimated value of the 19 pictures and four sculptures which were impounded by the bailiff immediately after the sale was 215,000 marks. In addition to these articles there are about 80 separate objects to which the injunction applies and which were already sold yesterday. In respect of these the bailiff has taken a short cut by impounding the proceeds in money.

The Soviets have given notice of appeal.

Meanwhile, the legal actions had no visible effects on the course of bidding this morning. The sculptures went cheaply, but the pictures fetched—unexpectedly—high prices; and the total for the day reached 741,000 marks or 284,000 marks more than the estimates. The

highest price paid for a picture was 55,000 marks for a Madonna and Child by Cim de Conegliano. The total achieved during the whole sale was in the neighbourhood of 2,500,000 marks, which is about what was expected.



How proud mother feels when she sees her baby growing up day by day. It is in the first difficult days that correct feeding plays such an important part in the building of baby's future health and strength.

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The NATURAL-MILK Food

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FLOWER SHOP**

Just a few steps up

**ICE
HOUSE
STREET.**

THE WONDERFUL

PATHE PANATONAL

EIGHT VALVES ELECTRIC PICK-UP GRAMOPHONE, THE SENSATION OF THE YEAR IN EUROPE, MAY NOW TO BE HEARD IN HONGKONG.

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THE PANATONAL REPRESENTS THE MOST ASTOUNDING PROGRESS IN SOUND REPRODUCING MACHINES, AND THE SPECIAL PRICE FOR THIS FIRST MODEL TO REACH HERE IS ONLY.

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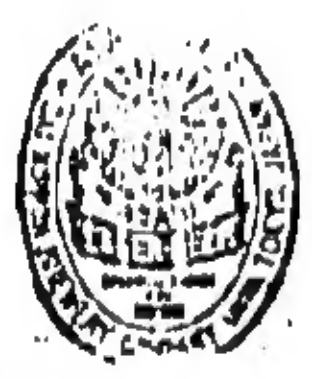
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DEEP-SEA MEASUREMENTS.

WORK OF THE SURVEY
VESSEL "METEOR".

The temperature, the percentage of salt, and therefore also the density of the water of the Atlantic Ocean were measured by the S.S. "Meteor" at various depths ranging from the surface to the bottom of the sea. No less than 310 "stations" were established for this purpose, the stay at each "station" averaging from eight to ten hours. The vessel had to cross the Atlantic thirteen times. There was a difference of from five to seven degrees of latitude between the tracks of any two consecutive crossings. These extended from Buenos Aires to Capetown, from Capetown to Punta Arenas (Magallanes), from Rio Grande do Sul to Capetown, from Pernambuco to Fernando Po, etc. The work of survey also included the adjoining parts of the Pacific and Indian Oceans.

One of the main results of the expedition is that additional information has been obtained relative to the depth chart of the Atlantic. This information is based on 67,300 soundings by means of acoustic appliances (so-called "echo" soundings) and 533 ordinary soundings. At one "station," for instance, where the vessel investigated an area covering 600 square kilometres by zigzag cruises, 335 "echo" soundings were made in as short a period of time as eight hours. In 46 different places within that area depths exceeding 10,000 metres were ascertained. Expeditions sent out previous to the "Meteor" could not make use of "echo" soundings, because this new method was still in its infancy at those times.

Atlantic Ridge.

The abundant material brought to light by such "echo" soundings enables us to increase our knowledge of the structure of the so-called "Atlantic Ridge." The following explanations are founded on the detailed account given by Professor Dufour. The Ridge has now been proved to constitute a complicated "mass" greatly varying in its individual parts as regards its general character. It gradually rises from an average depth of 5,000 metres below the level of the sea to some 2,500 metres below surface and divides the Atlantic into two basins—an eastern and a western basin—both of which are entirely different in their structure. The western basin more or less resembles a long groove, whereas the eastern basin is subdivided into several "troughs" separated from each other by cross ridges rising to considerable heights. The result is that the flow of water from one part to another is greatly impeded thereby. There are three of these transverse ridges, viz., the Guinea Ridge, the Walvis Ridge, and the Atlantic-Indian Ridge. So far, only the second of these had been known in regard to its oceanographic importance, but it has now been ascertained that the other two ridges exercise a very similar influence upon the flow of the water. In addition to the three ridges, already named, there are several other obstacles in the eastern basin to the circulation of the water from north to south. There can be no doubt that this complicated configuration of the bottom of the Atlantic greatly interferes with the unimpeded movement of water throughout the Southern Atlantic.

Extensive investigations of the physical and chemical conditions of the various strata of water right down to the bottom of the sea enable us to obtain a clear idea of their hydrographic character. In all latitudes, except the highest, the water is arranged in layers. Quite generally speaking, there are four such layers. Between the surface and a depth of 600 metres the water is warm and the percentage of salt is high, whilst between 600 and 1,200 metres the surface the opposite is the case. This latter section belongs to the Antarctic Intermediate Current. Next, the temperature and the percentage of salt increase again, the maximum being reached at a depth of about 2,500 metres. This layer corresponds to the North Atlantic Under-

FOUR YEARS FOR HOTEL THIEF.

"MOST GENTLEMANLY WAY
OF LAW-BREAKING."

"I am ashamed of my law-breaking, but I have never had a chance," declared Victor Carson, aged 24, who was sentenced to four years' penal servitude at the Old Bailey recently for thefts at hotels.

He pleaded guilty to stealing jewellery, etc., from Earle's Hotel, Grosvenor-street, W.; Shortlands House Hotel, Shortlands, Kent, and Embassy Hotel, Bayswater.

It was stated for the prosecution that Carson's method was to engage a room at a hotel and steal from the bedrooms of guests. He worked alone.

Detective Sergeant Wheatley proved seven convictions against Carson, the sentences including one of two years' hard labour. Once he escaped from prison, but was at liberty only one day. His mother was an actress, and at the age of four the boy was "farmed out."

"He admits that he has done no work in his life," he said. "His father will have nothing to do with him, although he is very prosperous."

Mr. Comyns Carr, K.C. (defending), said that Carson gave some of the proceeds of the robberies to his mother to pay for an operation. As a boy he was sent to a training ship and became deputy bandmaster.

Detective Sergeant Wheatley said that in Carson's bag at one hotel were found a jemmy, an air pistol and a life preserver.

Carson admitted 23 similar thefts and asked that they might be taken into consideration.

The value of the property stolen by Carson in all these robberies was put at £5,000.

First Offence at Eleven.

Mr. Comyns Carr remarked that when he was 10 Carson was sentenced to 12 months' hard labour, notwithstanding that he had previously committed only a small offence at the age of eleven.

Carson—"The reason I became a hotel sneak thief was not because it is particularly clever, but because it seemed to be the most wholesome and gentlemanly way of breaking the law. I am only a thief, but I want to be otherwise. Be the first judge to give me a chance. Give me over for ten years or fifty years; but give me another chance."

Sir Ernest Wild, K.C.—My duty is to protect people who stay in hotels from what Carson calls sneak thieves. Carson has described his form of law-breaking as gentlemanly; I call it one of the most cowardly forms of crime.

Current which has an extent of about 2,000 metres. From a depth of about 4,000 metres to the bottom of the sea conditions vary between the western and the eastern basins.

Temperature Telling.

The temperature measurements taken by the expedition were carried out by means of the tilting thermometer, the "Meteor" being the first vessel making systematic and extensive use of this method for oceanographic series observations. It has been applied to about 10,000 different soundings. The construction of the tilting thermometer is such that, as soon as the depth concerned has been reached, the mercury column adjusts itself to the temperature at such depth. By means of a weighted rope the apparatus can then be tilted, thus fixing the level of the mercury column in such a way that the temperature measured by the thermometer can be read off after it has been hauled up again.

The foregoing account indicates the great importance attached to the "Meteor" expedition as regards oceanography. A complete view of the results achieved by it cannot, however, be obtained at present. To do so, it is necessary to wait for the completion of the hydrographic calculations that have still to be made. The problem of the flow of water, moreover, can only be definitely solved when the individual results achieved by the various departments of science represented on board the "Meteor" have been properly co-ordinated.

"WHY SAILORS GO WRONG."

POPULAR COMEDY COMING
AGAIN.

The excellent comedy "Why Sailors Go Wrong," which was so well received by local movie fans when it was shown recently at the Queen's will be screened at that Theatre for one day more, Tuesday next, according to a special announcement in this issue.

Sammy Cohen and Ted McNamara, the incomparable comedy team of "What Price Glory" and "The Gay Retreat" are responsible for the riot of fun which the pictures contains. The story is about two comical taxi drivers, who, after a number of highly amusing and cleverly devised situations find themselves being shanghaied from a big city and marooned on a tropical island where lions, cannibals and dark-skinned beauties make things mighty warm for the pair. This environment proves a unique background for the comedy touches and adds much to the general fun. "Why Sailors Go Wrong" is quite the funniest comedy seen in Hongkong for some time and those who have not already seen it should not miss this final opportunity.

FORGED TRAVELLERS' CHEQUES.

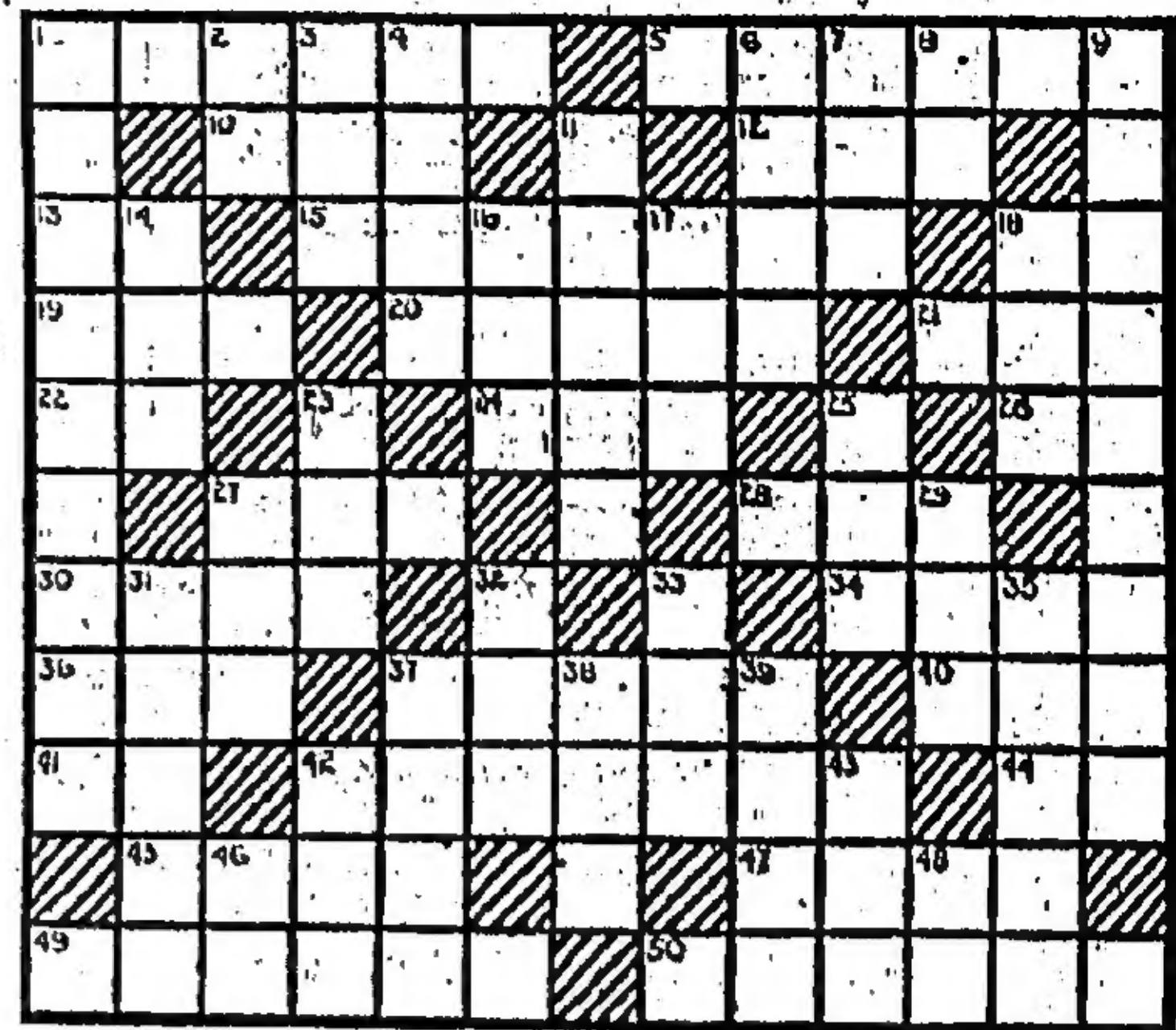
GANG DISCOVERED BY
SOFIA POLICE.

Sofia, Nov. 14.

A gang of forgers of American travellers' cheques has been discovered by the Sofia police. The Bulgarian subject, Sapundjiev, who was recently deported from America for smuggling emigrants across the Canadian border into the United States, printed the forged cheques, with the assistance of an official of the Anglo-Bulgarian Chamber of Commerce in Sofia.

Travellers' cheques of various denominations had been issued by a bank in Illinois under the protection of a large New York bank. The forgers succeeded in selling only a limited number of the forged cheques, as Sapundjiev and his accomplices when arrested had on them 100 unsold cheques.

OUR CROSSWORD PUZZLE.



Horizontal

- 1 Lets a small boat down over side of a vessel.
- 5 In what type of building was the "Graf Zeppelin" repaired after landing in America?
- 10 Age.
- 12 The cry of a dove.
- 13 A measure.
- 15 Who is the commander of the "Graf Zeppelin"?
- 18 Abbreviation for postscript.
- 19 Sea eagle.
- 20 Large sea duck.
- 21 Lawyer's charge.
- 22 Masculine pronoun.
- 24 Woolly surface of cloth.
- 26 Variant of "n."
- 27 What portion of the dirigible "Graf Zeppelin" was damaged in its transatlantic flight?
- 28 Who is the first woman to fly in a dirigible across an ocean?
- 30 To counteract.
- 34 Caterpillar hair.
- 36 Sneaky.
- 37 Central part of an amphitheatre.
- 40 Tree having tough wood.
- 41 Seventh note in a scale.
- 42 From what country did the "Graf Zeppelin" start its flight?
- 44 Mermaid eye.
- 45 Expensive.
- 47 A rent.
- 49 Seller.
- 50 To stop.

Vertical

- 1 At what city in America did the "Graf Zeppelin" end its flight?
- 2 You and I.
- 3 Before.

- 4 Contest of speed.
- 6 Maple tree.
- 7 Correlative of neither.
- 8 To depart.
- 9 Who is the commander of the dirigible, the "Los Angeles"?
- 11 Part of a fortification.
- 14 Native metal.
- 16 Relatives collectively.
- 17 Knots of wool fibre.
- 18 Tiny green vegetable.
- 23 Not bright.
- 25 Motor fuel.
- 27 Sprite.
- 29 Yes.
- 31 To cut out as a syllable.
- 32 To make a mistake.
- 33 Collection of facts.
- 35 Emperors.
- 37 Pertaining to air.
- 38 Bird similar to an ostrich.
- 39 To put up a poker stake.
- 42 To wander about.
- 43 Affirmative.
- 46 Half an em.
- 48 Three-toed sloth.

Yesterday's Solution

TAPS	POA	TACT
ALICE	LAW	ALAR
MICA	STRE	PITA
ENATIC	SAVED	
DEN	MACAW	ERE
ATONE		
DAT	GEODE	SOS
AGATE	ITALIC	
RAKE	PER	TALE
EVEN	AGO	OVEN
SEND	DON	PERT

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MONDAY
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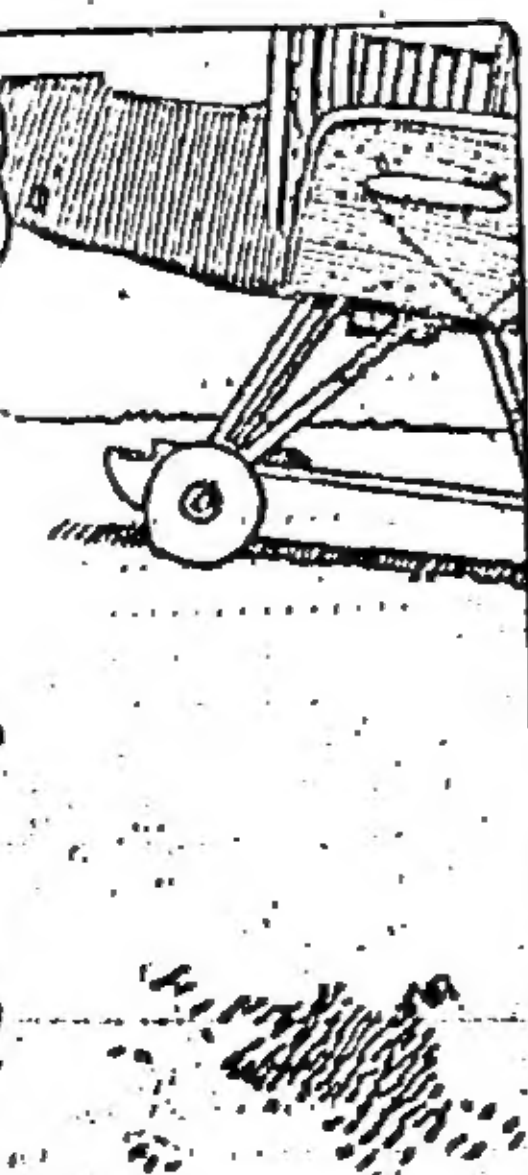
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We have received some of
Cadbury's and Fry's Choicest
Chocolates.

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13, QUEEN'S ROAD CENTRAL.
Tel. C. 1877.

FRECKLES AND HIS FRIENDS



Exercising His Pets

By Blosser

Dewar's

"White Label"

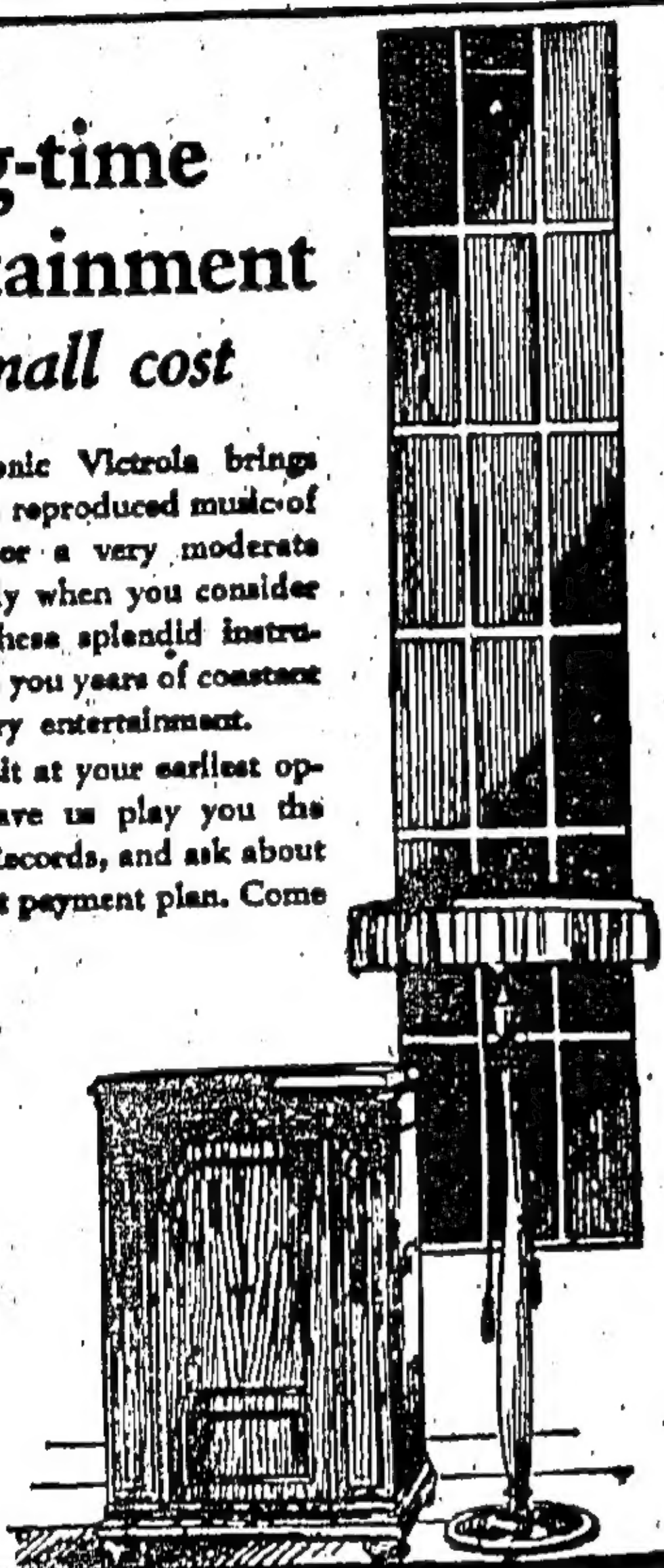
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AN Orthophonic Victrola brings you the best in reproduced music of every kind—for a very moderate sum. Especially when you consider that one of these splendid instruments will give you years of constant and satisfactory entertainment.

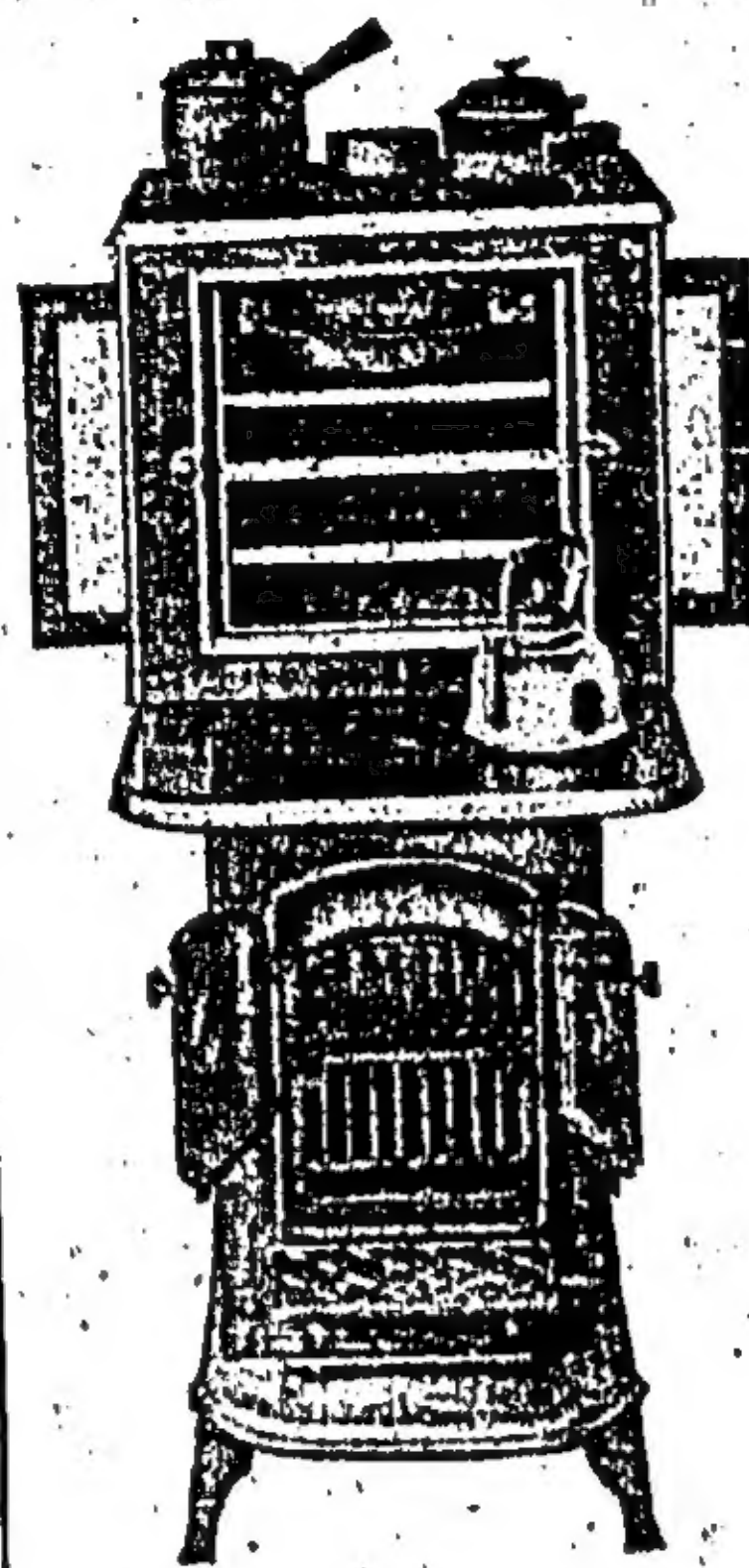
Pay us a visit at your earliest opportunity. Have us play you the latest Victor Records, and ask about our convenient payment plan. Come in—today!



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CHATER ROAD.

ALL DEPARTMENTS
WILL BE OPEN
TO
6 O'CLOCK P.M.
EACH EVENING.
UNTIL
CHRISTMAS EVE
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THE "TAYCO" STOVE
GIVES ALL THE SERVICE YOU REQUIRE FROM ONE FIRE. COOKING, HOT WATER AND DRYING ROOM.



Sole Agents—

DODWELL & Co., Ltd.

The Hongkong Telegraph.

SATURDAY, DEC. 15, 1928.

BRITAIN & CHINA.

No one can have read the speech delivered at the British Chamber of Commerce dinner in Shanghai by Dr. C. T. Wang without being struck by its obvious note of sincerity. Attributing many frictions in the past to mutual misunderstandings, the Chinese Foreign Minister expressed his belief that the trying times between Britain and China are now past, and to the British desire for a better understanding and mutual co-operation he responded by saying that his Government is ready and eager to grasp the invitation. If the Treaty negotiations are conducted in the spirit which this speech betokens, we have every reason to believe that an agreement acceptable and beneficial to both sides will result. Especially welcome was Dr. Wang's declaration that he wished to see British trade continue to flourish in China, and it is to be hoped that his Government will make some serious attempt to remove the many vexatious taxes on commerce to which the Chairman of the Chamber alluded in his speech.

Dr. Wang is evidently under no delusions regarding the immensity of the task to which the National Government has put its hands, and when he asks for sympathy and understanding it should be freely given. This, of course, does not imply that the new Administration is to be free from criticism, for criticism of the right type can be of the utmost value. But it is probably true that most Westerners are a little too impatient regarding the relative slowness of the progress made by China's leaders. Dr. Wang no doubt had this thought in mind when he suggested that in a country with a past like that of China, which is slowly changing its political foundations, the critic who expected an absence of anomalies, uncertainty and instability to a certain extent, could not have taken account of history. That is an aspect of the question which many of us are apt to overlook, but if we cultivate the habit of placing ourselves in the position of those into whose hands the reins of government have now passed, we shall probably have a little more tolerance for those who wish to lift the status of their nation but who are hampered by the legacies of the past. Rome was not built in a

day, and the Millennium will not suddenly dawn in China. Whilst we keep these thoughts in mind, we have a right to expect that the National Government will not seek to excuse itself unduly by reason of these encumbrances, but will make a very real effort to tackle first things first. Misdirected energy is often, worse than none at all.

One of the remarks made by Dr. Wang was that the Chinese people were quick to resent unjust or intolerant treatment, but were just as quick to respond to gestures of friendship. In the main, we believe that to be a correct reading of the Chinese character. But it is equally true to say that there is no greater intolerance than that displayed by the average Chinese crowd when it allows its passions to be played upon. We have just had an instance of that fact in the unseemly happenings in Nanking, where anti-Japanese agitation developed to such an extent that Dr. Wang's own residence was attacked and considerable injury and damage done. Marshal Chiang Kai-shek was called upon to intervene, and we note with much satisfaction the deserved rebuke which he administered to the mob. Those who resort to force to gain political ends are worthless creatures, doing more harm than good to the cause which they profess to serve. Mob rule has been too much in evidence in China during recent years, and it appears obvious that if it is to be suppressed, stern action will be needed by the National Government.

French Reconstruction.

An interesting document issued by the French Foreign Office which has just come into our hands, is evidently intended to bring the English-speaking peoples in closer touch with realities concerning German reparation and the devastated regions of France. Without mentioning the word 'reparation' it outlines the many directions of France's big efforts at reconstruction in the devastated territories. It will be recalled that while the war was still in progress a warning was issued to the German Government that damage inflicted without military reason or excuse would have to be made good. When their armies had been driven back, a large part of France had been reduced to the condition of a desert, even such harmless things as fruit trees and garden frames having been ruthlessly destroyed. It is shown that the soil was swept clean over an area of 3,304,780 hectares, that 893,790 buildings were destroyed, and railways and roads torn up. Within ten years, France has returned 1,818,235 hectares to cultivation, over 611,000 houses have been re-built, and over 53,000 kilometres of road re-laid. Millions of francs have been expended yearly in this connexion, and Germany's contribution to make good this ruin has been steadily whittled down. With the reparation problem again a dominant feature of European politics, an elaborate propaganda machine has been at work recently, striving to create an atmosphere favourable for a further heavy reduction—needless to say, at the expense of Britain or France. It is being stated that Germany cannot meet her obligations under the Dawes plan unless she is let off another big sum. The French counter-propaganda, if it may so be regarded, merely draws attention to what has been done to repair the ravages of war, and the immense amount remaining to be done. In the circumstances, it is not surprising to find M. Poincaré declaring that his Government will stand firmly to French claims in the matter of reparations from Germany. In one thing we are, however, agreed, Germany ought to be told what is the whole sum she will have to pay.

An order by the Governor-in-Council declares that the duration of the rights, powers and privileges granted under the provisions of the Ropes Company's Tramway Ordinance, 1901, shall be extended for a period of one year from the 15th instant.

DAY BY DAY.

GREAT MEN SHOULD DRINK WITH HARMONY ON THEIR THROATS—Shakespeare.

The B.I. s.s. Gazara, from Singapore, is due here on the 18th instant.

The Ben Line s.s. Benmore, from Europe and the Straits, is due here on the 20th instant.

The pupils of Quarry Bay School are giving a display of drill and action songs on Tuesday afternoon.

Capt. E. I. M. Barrett, Commissioner of Police, is leaving Shanghai on the 18th instant for a short holiday during which he will visit Hongkong.

A qualifying examination for appointments of Probationer Clerks in Government Service is to be held in Queen's College Hall on Monday, 14th January, at 9 a.m.

About Hong Kong

Do you know that—

The jubilee of British occupation of Hongkong was enthusiastically observed?

This was on January 21st, 1891. A telegram was received during the day from the Secretary of State for the Colonies congratulating all concerned in its administration and expressing the hope of Queen Victoria that the Colony would continue to enjoy increasing prosperity.

A patent for improvements in sextants of the like, by Mr. J. R. G. Wyatt, of "Kingsclere," Kowloon, has been registered under the United Kingdom Patents Ordinance.

A declaration by H. E. the Officer Administering the Government states that Sir Henry Pollock, K.C., is again capable of discharging his duties as a member of the Executive and Legislative Councils.

At the P. W. D. offices, on the 31st instant, there will be offered for sale Kowloon Inland Lot 2162, situated at Mong Kok Tsi. It has an area of about 4,716 square feet and the upset price is \$11,790.

It is notified that, at the expiration of three months, the Kwong Shun Steamship Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

Observatory returns for November show that the average mean temperature was 69.3, the highest being 82.2 and the lowest 67.5. There were 177.2 hours of sunshine and 11.85-inch of rain. The average humidity was 67.

It is now ordered that the Colonial Auxiliary Forces Long Service Medal shall be worn after all British War Medals in such order as may from time to time be assigned to it, suspended from the left breast by a green ribbon of one inch and a quarter in width.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parentheses indicating deaths: Plague, Rangoon (1), Colombo 1 (1), Penang 1 (1), Calcutta, Bombay (1), Calcutta (3), Tuticorin 1, Bangkok 2, Small-pox, Suez 11, Basrah 5 (4), Bombay 2 (2), Calcutta 4 (2), Negapatnam 7 (1), Pondicherry (4), Belawan Deli 1, Samarinda 1, Sourabaya 1, Penang 23 (9), Shanghai (6), Canton 4, Dairen 2.

EXCHANGE RATES.

	London, Dec. 14.
Paris	124.45
Brussels	84.80
Amsterdam	12.074
Berlin	20.855
Copenhagen	12.18
Helsingfors	34.475
Lisbon	111.14
Bucharest	80.74
Buenos Aires	47.11/32
Shanghai	2/7
Yokohama	1/10 1/2
New York	4.55 3/16
Geneva	25.19
Milan	32.65
Stockholm	18.145
Oslo	18.195
Prague	103.5
Madrid	20.865
Athens	37.5
Rio	5.29/32
Bombay	1/6.1/32
Hongkong	2/0 1/2
Silver (spot)	23 1/2
Silver (forward)	23 1/2

British Wireless.

FORMER HONGKONG GOVERNOR.

Recollections From Australia.

In selecting Governor Kennedy as the subject of this sketch, it is chiefly on account of several incidents of an interesting, not to say remarkable and sensational nature which occurred during his administration.

Sir Arthur Edward Kennedy was the fifth Governor, and succeeded his Excellency William Wellington Cairns, C.M.G., He was sworn in on April 10, 1877, and his term of office extended till May, 1883. He was descended from an ancient Scottish family, at the head of whom is the Earl of Cassilis. Born in 1800 he was the third son of Hugh Kennedy, of Culha, County Down, Ireland. Educated at Trinity College, Dublin; entered the British Army in 1827 as an ensign in the 11th Regiment; lieutenant in 1832; captain in 1838. He retired from the British Army in 1848. He then entered the Colonial Department of the Civil Service.

His first appointment was that of Governor of Vancouver Island, thence he went to Sierra Leone, and from there to Hongkong, leaving the latter post for Queensland to take up the reins of office. An outbreak of smallpox occurred on the China mail boat in which he and his daughter were travelling, and which caused a great sensation on board.

There was also a large aff of Chinese male servants, whom the Governor was bringing from Hongkong. These servants had been thoroughly trained by Miss Kennedy. The outbreak on board naturally caused the latter much anxiety, as the quarantine regulations were being rigidly enforced, and nobody knew what might happen.

When the ship reached Moreton Bay the passengers had to line up for medical examination, but here the trouble commenced. Miss Kennedy would not submit.

The Health Officer, Dr. Prentice, said that he could not give the ship a clean bill of health unless she did so. She again refused, and told him he could go to Hongkong (or somewhere else). Things looked very black, as the steamer Kate was alongside, and waiting to take the Governor and party to the city, where the people were assembling to give his Excellency a welcome.

Eventually the matter was settled by the doctor requesting Miss Kennedy to show her tongue, which she did, thus ending the controversy. When the doctor turned his back she showed it again, and, with a merry twinkle in her eye, considerably elongated that organ.

The Kate cast off at once, and landed the party at Kennedy (now Nixon-Smith's) wharves, Petrie Bight, half an hour later than scheduled time. The Governor and his daughter soon became very popular with the people, all social functions being graced with their patronage and presence.

At an early period of Sir Arthur's term an interesting and joyful event occurred. This was the arrival of a British squadron of warships, accompanying the two Royal Princes, the Duke of Clarence and Prince George (the latter now our beloved King), on a training cruise. The flagship was the Inconstant, commanded by Earl Clan-

william, the two Princes being attached to the Bacchante. During their visit there were many festivities at Government House.

One of my most vivid and happy recollections in connexion therewith was that of a riding party to One-tree Hill, in which the Princes took part. Our Governor and Earl Clanwilliam also were members of the party, besides a number of naval and military officers.

The two Princes bore unmistakable evidence of their riding school training, their seat in the saddle being perfect. The party rode through Queen-street, the Princes being loudly cheered en route. Lieut.-Col. (then major) Moore, with the exception of his Majesty the King, is the last survivor of that riding party.

Many of the old residents of Brisbane will remember the Governor and the picturesque figure he presented as he took his daily rides, accompanied by Miss Kennedy, through the suburbs. He rode a superb snow white charger, and, with his smart military appearance and snow-white hair, mustache, and imperial, looked every inch a soldier.

Every Saturday afternoon, during the winter months, there was an informal reception and garden party at Government House, at which the band of No. 1 Battery Q.V.A. (of which I was a member), supplied the music on the lawn. I thus saw much of the Governor and his amiable daughter, both of whom mixed freely with the guests.

The Chinese servants, all gorgeously attired in Oriental costume and with pigtailed reaching to their heels, waited at the tables. These young men were a very superior class to the ordinary Chinese one meets in daily life, being polished in manners and cultured.

Besides these al fresco garden parties, Miss Kennedy, on Wednesday afternoons, received ladies, personal friends of her own, to discuss matters concerning charitable and other work of a philanthropic nature. These meetings were held in private.

A small coterie of ladies (?) desirous of entering this magic circle, but who had no right to, called on Miss Kennedy one afternoon and presented their cards to the Oriental hall porter. He took the cards and disappeared. After an interval he returned, bowing and smiling, and this is what he said: "Miss Kennec-dee not at home today, you coome Sat'dee." These ladies were never again seen.

The Governor's action in importing these Chinese servants aroused a good deal of resentment. There was a strong anti-Chinese feeling throughout Queensland at the time, and the fact of the Governor acting against the wishes of the people by appointing these "helps" to every position in his household, from ladies' maid to hall porter, caused much dissatisfaction.

The Governor took his final leave in 1883, having completed the term of six years, the summer season being spent in Toowoomba, where the Government provided him with a residence, and where he and Miss Kennedy made many friends, who greatly regretted their departure.—W. Stone in the Brisbane Courier.

HOW A KING GOT HIS WAY.

THE ORIGIN OF BUCKINGHAM PALACE.

Much interesting information with regard to the building of Buckingham Palace, which was completed in 1835, is contained in "The Story of Buckingham Palace" (Hutchinson, 24s. net), by Mr. Bruce Graeme.

Mr. Graeme tells the story of the site of Buckingham Palace, rather than of the Palace itself, going as far back as the records of James I.'s Mulberry Garden, or Goring House, or Arlington House, or Buckingham House. The predececessors of the modern Palace, reveal anything worth telling.

Apparently the new palace planned by Nash and George IV., and still unfinished at the deaths both of the King and of his architect, was, as an expensive project, the subject of popular dislike and, as a completed building, the subject of architectural controversy. The most unkind critic wrote that "this palace, therefore, stands as a very dear proof that wealth, without knowledge of art and taste, cannot effect so much as moderate means aided by knowledge and sound judgment."

A Subterfuge.

It was only by the use of a subterfuge that George IV. obtained the Parliamentary vote necessary to cover the expenses of building the palace. Parliament, remembering the enormous sums already spent on the altering, furnishing, and decorating of Carlton House, the

building of the Pavilion at Brighton, and the restoration of Windsor Castle, refused, in 1825, to allow the King any money for his new project.

George IV., however, discreetly brought his demand under the heading of "repairs" to Buckingham House, the mansion which had been built on the site in the first decade of the Eighteenth Century by John Sheffield, first Duke of Buckingham. The vote was passed with the proviso that the estimated expenses, £252,500, should be defrayed out of the land revenue of the Crown and by the Department of Woods and Forests.

When it was discovered that the architect, obeying the letter, if not the spirit, of the condition, had razed the old building to the ground and was designing an entirely new palace, the public disgust found relief in a series of lampoons, one of which, parodying the old rhyme, calls the palace:

"The Thing, that, in spite of new Acts, And attempts to restrain it, by Soldiers or Tax, Will poison the Vermin, that plunder the Wealth, That lay in the House, that Jack built."

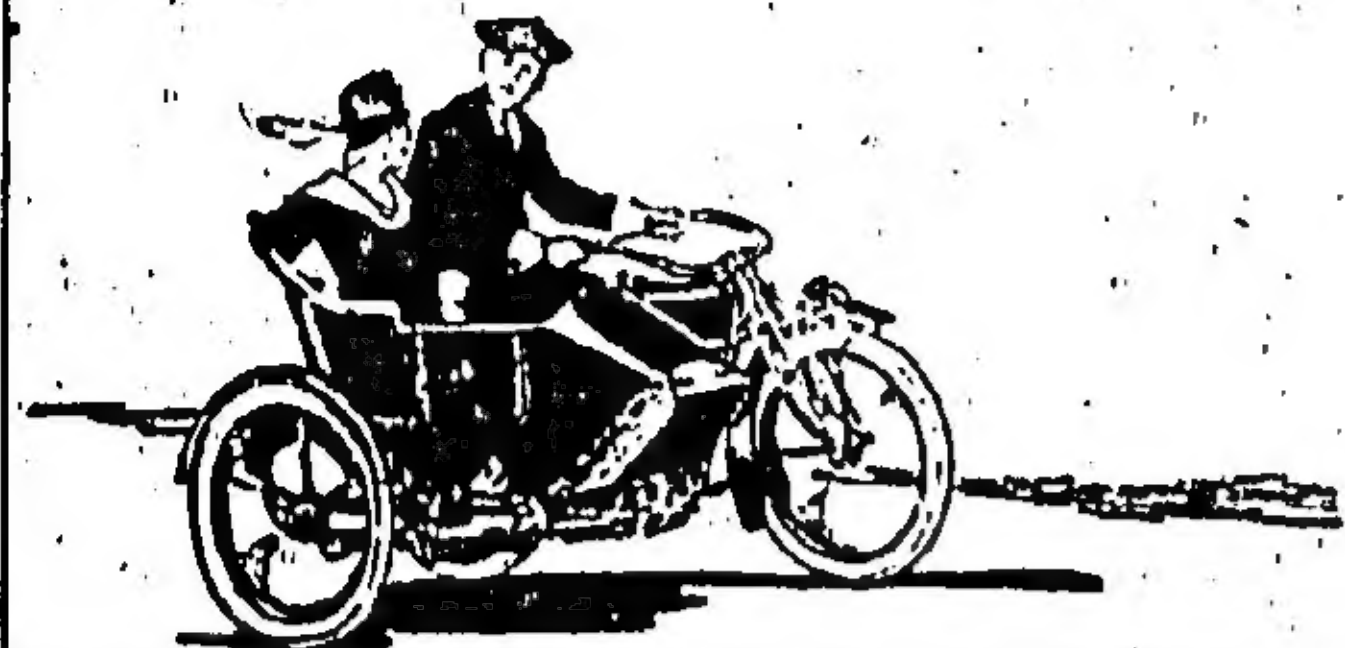
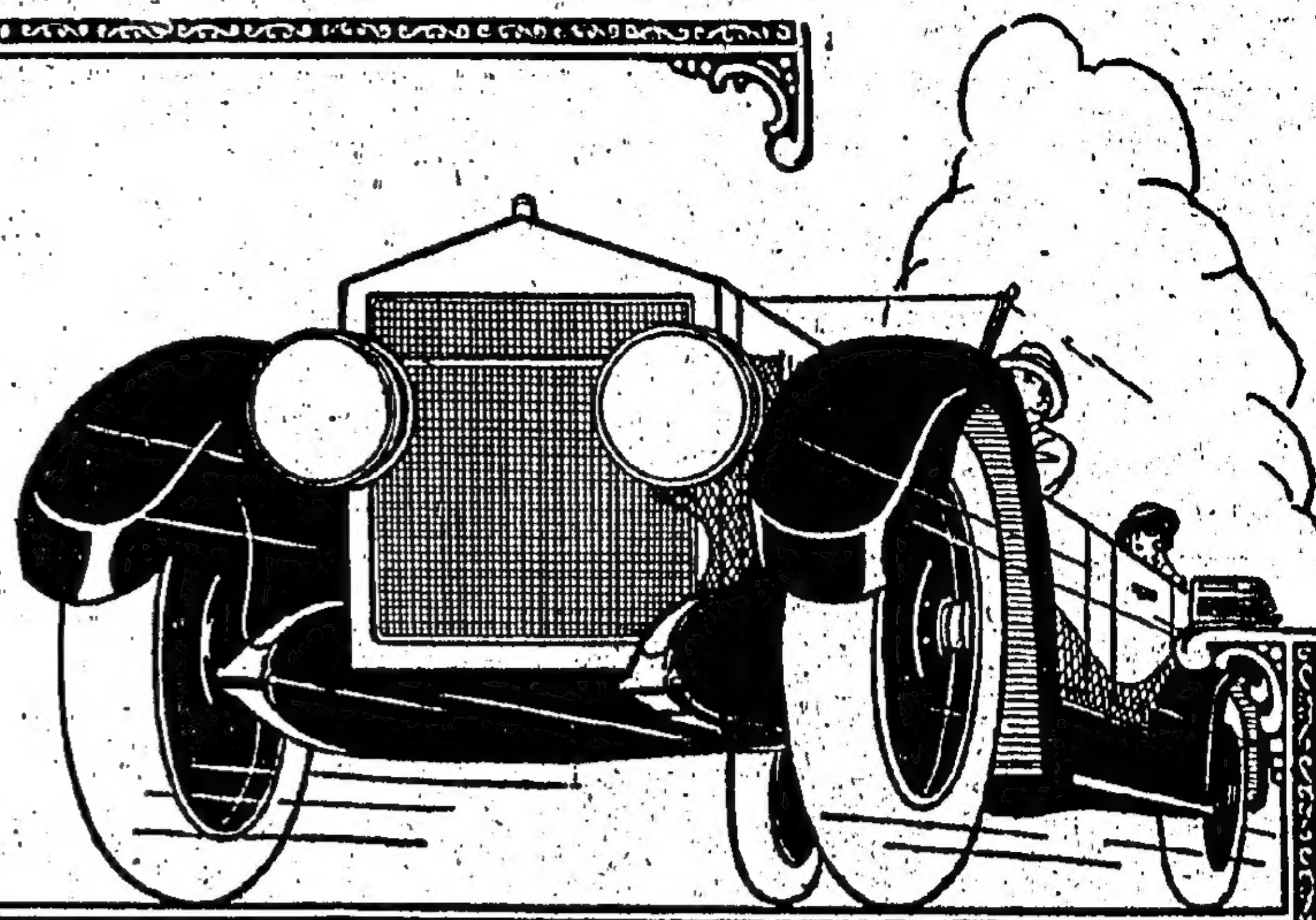
It is notified that a competitive examination for the Indian Civil Service, open to all qualified persons, will be held in London in July and August, 1929, and that copies of the regulations, syllabus of examination, and forms of application, to be filled up by the candidates may be seen on application at the Colonial Secretary's Office.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 15th DECEMBER, 1928.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Sad Tales.

Several motorists returning from leave recently, have sad stories to relate in connexion with their dealings with some of the "Buy Back" firms of motor car dealers. During the last few years, a number of concerns at Home have set themselves to specially cater for Colonial residents spending their leave in the British Isles. In some cases, the facilities offered have proved most helpful, motorists being able to purchase a car on arrival, and sell it back to the same firm on general terms when leaving. In all due fairness to these bona fide establishments, we must say that we have heard the utmost satisfaction expressed by some local residents. Unfortunately, other establishments appear to have sprung up which need to be carefully avoided.

Accident Clause.

From a report we have received this week, at least one of these new firms offers the same facilities as the originators of the scheme, but the contract contains a clause whereby it is rendered null and void should the purchaser of the car meet with an accident. The buyer probably agrees to the clause on the understanding that should he meet with a serious mishap, he could not expect the seller to return him the same proportion of the cost of the vehicle, as they would do were the car returned undamaged. He also relies on his insurance to make good any serious loss through damage. The case to which we have had our attention drawn refers however to the refusal to honour the contract solely on account of the fact that the mudguards had been dented in a very minor collision. Protest was unavailing, it being stoutly maintained that the accident clause came into operation as the result of the denting. Such an experience should be borne in mind by local motorists who propose to obtain a car from one of these firms.

Introductions.

Members of the Hongkong Automobile Association desiring letters of introduction when proceeding on leave, are particularly requested to apply in good time to the Honorary Secretary, Morning Post Building. A large number of such letters are issued annually, but unfortunately the matter seems to be a last-minute thought with some members. This is quite understandable in the excitement of going away, but it really does impose a little inconvenience on the Hon. Sec., who occasionally has to make a special visit to the Association's office in order to comply with requests. By giving due notice, the work comes into ordinary routine, thus making it easier for all concerned.

Wanted Locally.

At some of the more remote districts in the New Territories, where the duties of the local police call for a certain amount of travel by water, it is rather surprising that the Government should not have provided more modern means of transportation than dinghies. The fact that in several of these districts, such as Cheung Chau, for example, there is a large section of the native community living on junks and sampans, surely indicates that the police should be equipped with effective means of patrolling the waters. In emergency, such as a piracy, even although the alarm should be given, it is obviously impossible for the police to grapple with the matter in an efficient manner, if they have to rely on rowing out to the scene of trouble. It would therefore appear the provision of "outboard" motors for these dinghies would probably solve the problem at the

very minimum of expenditure. This type of motor has come to the front recently, and several different makes give a really good turn of speed. As a matter of fact, the harbour police could do with one or two really fast motor launches, such as are seen at other big sea ports.

Speeding.

There are several localities where speeding is indulged in very much to the danger of the public. Connaught Road near the Star Ferry is a particularly bad place, especially when the vast amount of pedestrian traffic is taken into account. To the westward along Connaught Road towards West Point is another place, and even although the road is being resurfaced in one place, some drivers throw caution to the winds and simply tear along. Another complaint is about the speed with which taxis return to the stand opposite the Post Office. We believe that the object of the famous beacon was originally stated to be to control traffic in that cars would turn slowly at that point. Some of the taxis rush back at greatly excessive speeds, taking the turn at the beacon in a most reckless manner. Something really should be done.

Time and Place.

Generally speaking, fast travelling is not dangerous, providing the roadway is quite clear, or the district thinly populated, and we should hesitate to suggest any drastic restriction, except in such instances as we have mentioned above.

Road Refuges.

With motor traffic ever increasing in Hongkong, there are several matters which will have to receive attention in the near future. At some points, the provision of "refuges" for pedestrians would be useful, and opposite the Star Ferry on the island side is one such place. The provision of a raised pavement about twenty feet long by four or five wide would not only ensure safety for people crossing the street, but would also have the effect of regulating traffic. This system has been adopted in various cities throughout the East, and is, of course, employed in almost every important city in other parts of the world. Hongkong might follow suit with advantage.

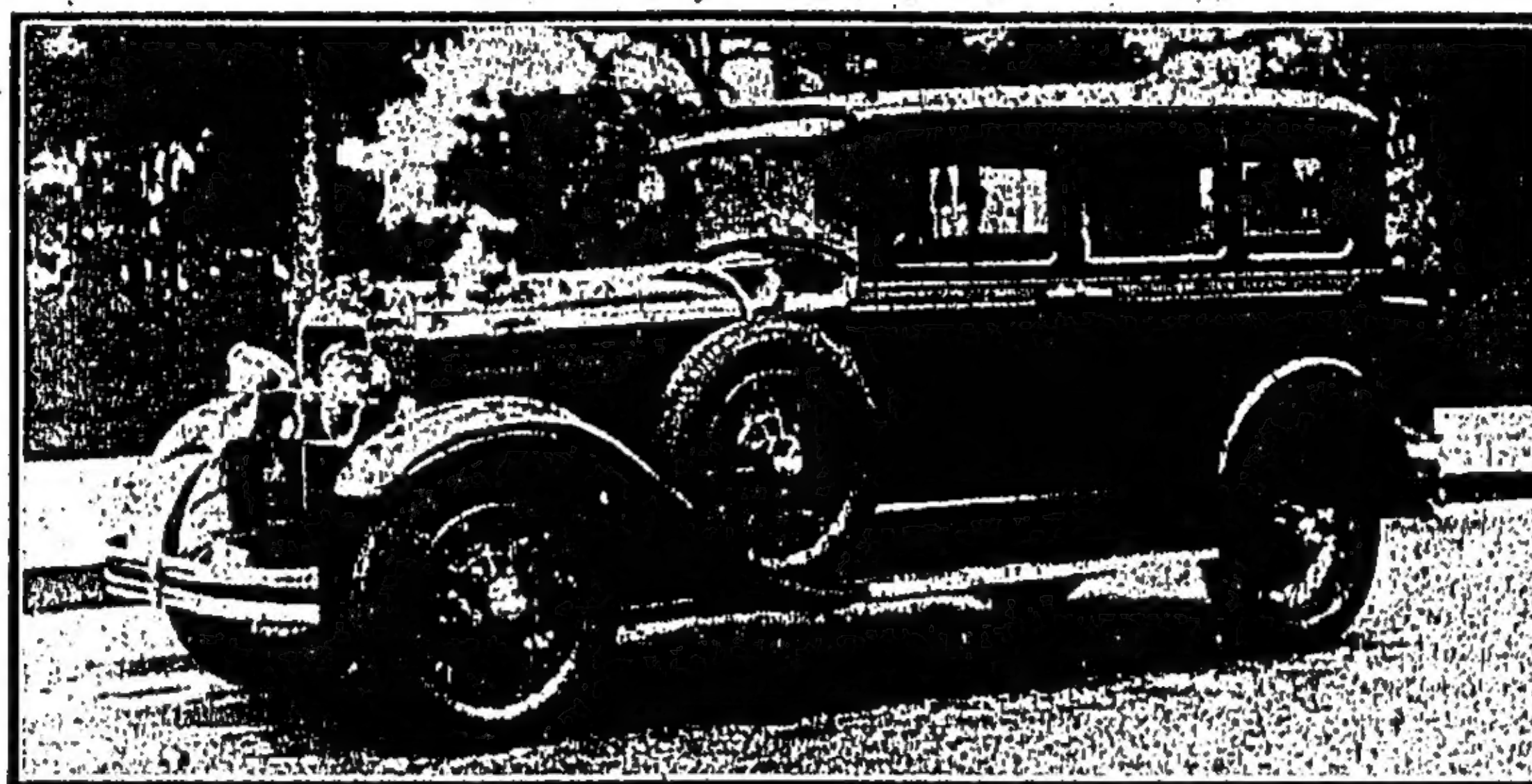
Bravo!

From a reader in the interior we are informed that Kwangsi will soon have over one thousand miles of motor roads, and coming as it does from a trustworthy source, the news is of the greatest importance, indicating that a period of progress really has started in China. As we have so often stated in these notes, the motor vehicle will prove one of the greatest forces in developing the vast interior of China, and it is therefore particularly gratifying to know that road building is being carried out in earnest. We have been promised photographs showing some of the work in progress, as well as of finished thoroughfares, and as soon as these come to hand, a selection will be published in this supplement.

Trade Value.

Naturally such news is of the greatest interest to the motor trade, especially in Hongkong where many of the leading manufacturers have agencies. In one case, a well-known firm having its own office. Trade will undoubtedly be done through Hongkong, in fact, much has been done already. It is in this respect that the value of newspaper advertising is more than ever emphasised. Our own circulation in the interior districts, and the requests and enquiries we receive from time to time definitely confirm the educational value of Press publicity.

ONE OF THE LATEST STUDEBAKERS—THE REGAL COMMANDER.



During the week a representative of the Telegraph took a trial spin in the above car which has been sold to a local motorist. The "Commander" represents a very high standard both in the smooth power of the engine, and the finish of the coachwork. It is equipped with various "comfort" devices including telephone, electric fan, electric cigar lighter, vanity case etc. (Photo Mee Cheung.)

ousting CATTLE.

Cars Invade Market.

CHEAP RENT FOR SELLERS.

Horsepower is being auctioned along with horses and other livestock in Gullford (England). The City Council has given permission to a firm of car salesmen to hold a sale of used cars in the cattle market on the first Saturday in each month. Cost of the sale is £2, and a toll of one shilling per vehicle sold, which is considerably cheaper than the rent of an auction room.

MORE RECORDS BROKEN.

Lady Driver Succeeds.

Mr. Cyril L. Westcott, manager for Australasia, C. C. Wakefield and Co., Ltd., has received advice from London that at Montherly on the 22nd ult., Mrs. Stewart, driving a "Castrol" lubricated M.E.B.-J.A.P. cyclecar, broke the following world's records in class J:—50 kilos at 118.605 k.p.h., 50 miles at 74.01 m.p.h., 100 miles at 119.804 k.p.h., 1 hour at 74.196 m.p.h., 1 mile at 74.49 m.p.h.

TRAVELLING BY AIR.

Another Milestone.

The first commercial aeroplane, in which more than two passengers were carried flew from Mascot to Moree, Australia, and returned in the splendid flying time of eight hours. The machine, a Pyan monoplane, owned by N.S.W. Airways, Ltd., and piloted by Lieut. Keith Anderson averaged for the journey 106 miles per hour. Plume and Mobil played no small part in this achievement.

CABBIES ARE WORST.

Traffic Offences in Paris.

Though the taxi drivers of Paris have the reputation of being the world's most reckless drivers, they have less trouble with the police than the pilots of the ancient horse-drawn cabs which still ply around that city. There are about 50 taxis for each cab, yet the number of traffic offences committed by drivers of the two types of vehicles are almost equal. The only offences which cabbies are not prosecuted for in Paris are smoky exhausts and speeding.

MENACES PETROL.

Diesel Developments.

USED IN TRUCKS.

Though its shadow on the motor world is now little bigger than a man's finger-nail, the Diesel engine may yet supplant the present type of motor in both cars and aeroplanes.

Long used in stationary and marine work, the Diesel has been exploited by several makers of heavy trucks in Germany, and has proved successful. Similar engines are about to be manufactured for the same purpose in America.

Because it uses oil fuel, the Diesel engine operates at about one-fifth the cost of the petrol-driven motor. The great bulk necessary to get a requisite power output previously hampered its adaptation to the requirements of road vehicles, but recent discoveries have shown how to overcome this trouble.

Unlike petrol-driven engines, Diesels have no carburettor and no ignition system. They may even dispense with a gear set.

Briefly, the operating principle in this: When the intake valve opens, a charge of pure air is drawn in and compressed to about 350lb. in temperature of several hundred degrees. Just before the piston reaches the top of the compression stroke a measured drop of fuel is pumped into the cylinder at high

WORK FOR SHEIKS.

Petrol Pumps in Sahara.

CARS TO REPLACE CAMELS.

Camel caravans in the Sahara may be replaced by fleets of oilers, and palm trees at each oasis give way to petrol pumps and hoardings, if the French Society of the Friends of the Sahara has its way.

In order to facilitate Government administration, and military command, the society is mapping out routes through the great sand wastes.

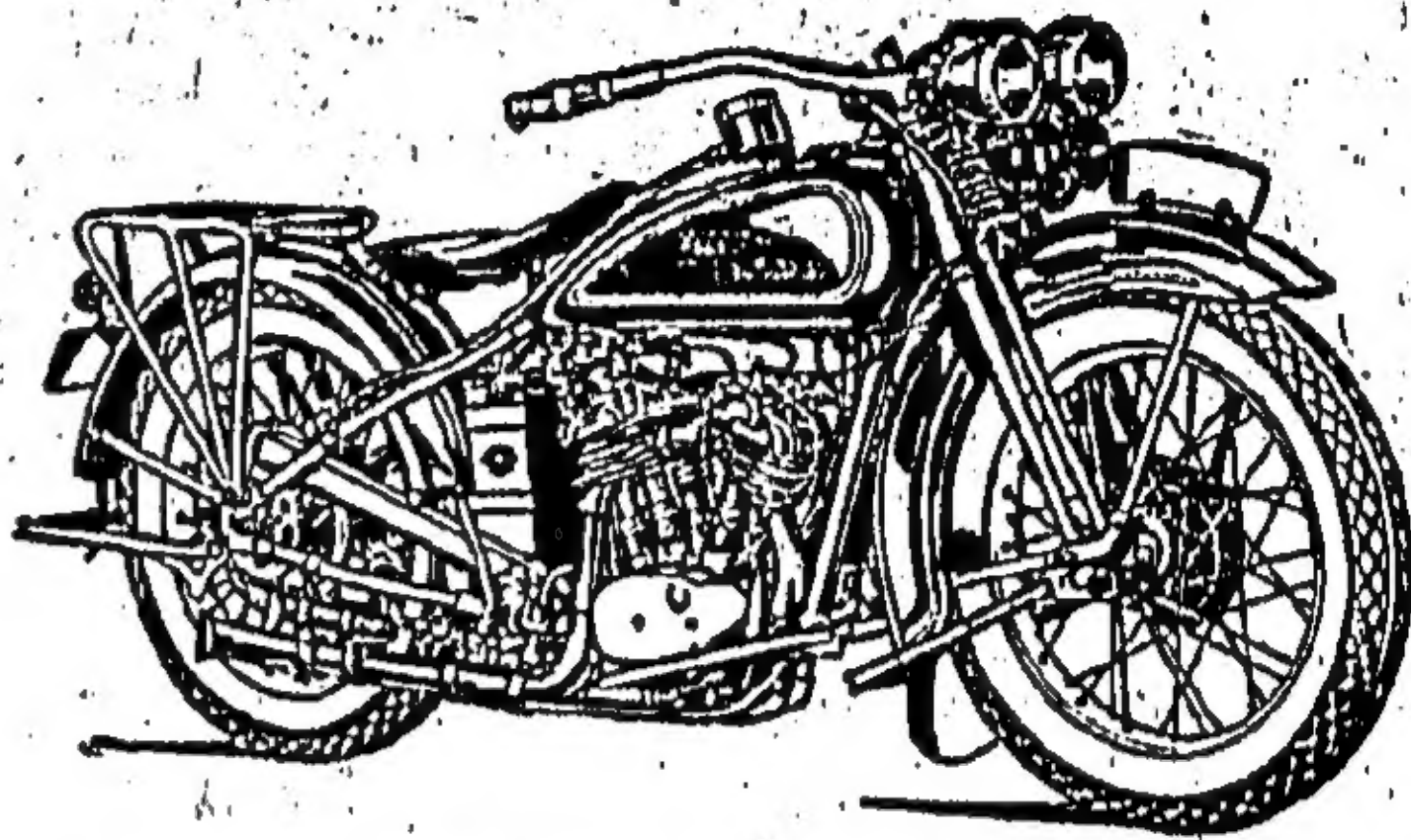
The term "routes" is rather an exaggeration, as many of them are merely tracks indicated by the marks of previous vehicles. A serious sandstorm would mean the total disappearance of the routes from the map.

Low-priced motor vehicles have travelled over most of the desert, and where one can go others will follow.

Then all the sheik heros of fiction will probably find new employment on the petrol pumps.

pressure and tremendous velocity. It almost immediately vaporizes and mixes with the hot air, which ignites it, so that the carburettor is replaced by a fuel pump, and compressed air provides ignition.

The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANK. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).
A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

CHINA UNDERWRITERS, LTD.

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ALL CLASSES
OF

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Mileage Headquarters right this way!

We do business on the oldest rule of success—the rule of giving our customers the most for their money. The most mileage from your new tires—because we have chosen, from our experience, the tires we know deliver the most.

Goodrich
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"Best in the long Run"

SOLE AGENTS:

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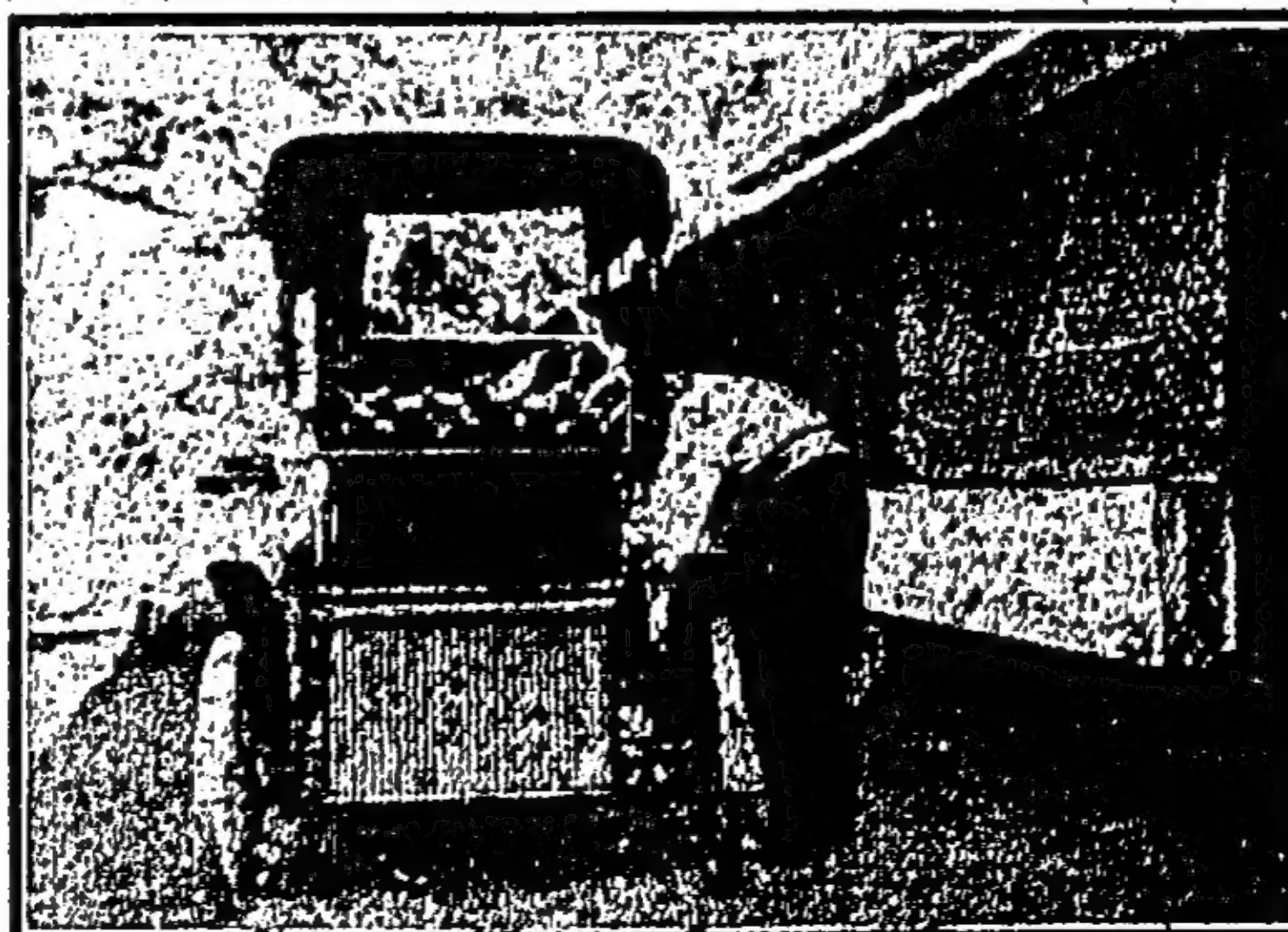
UNIVERSAL MOTOR & SUPPLY CO.

Keyamally Building, 22, Queen's Road, Central.

Phone. C. 4915.

All sorts of Automotive Accessories also in stock.

A RELIC OF OTHER DAYS.

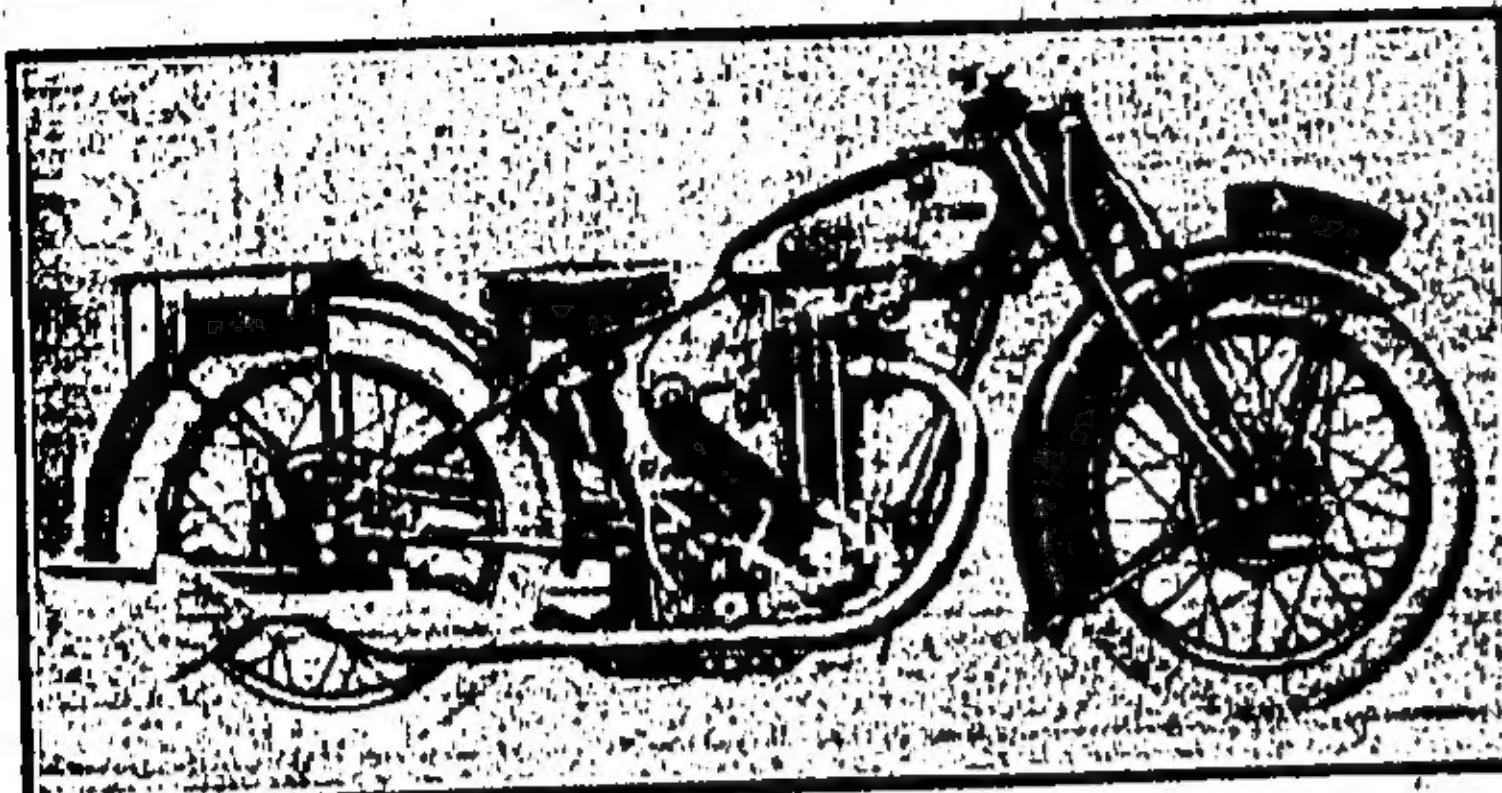


The above picture taken near Poona, India, in the year 1900, shows a Hongkong resident, Mr. O. A. Smith, with his Locomobile car. Mr. Smith, who is still an enthusiastic owner-driver, recounts many interesting incidents connected with his early motoring experiences. He cannot remember the horse power of the car shown above, but does recollect that "two bullock power" occasionally hauled him home.

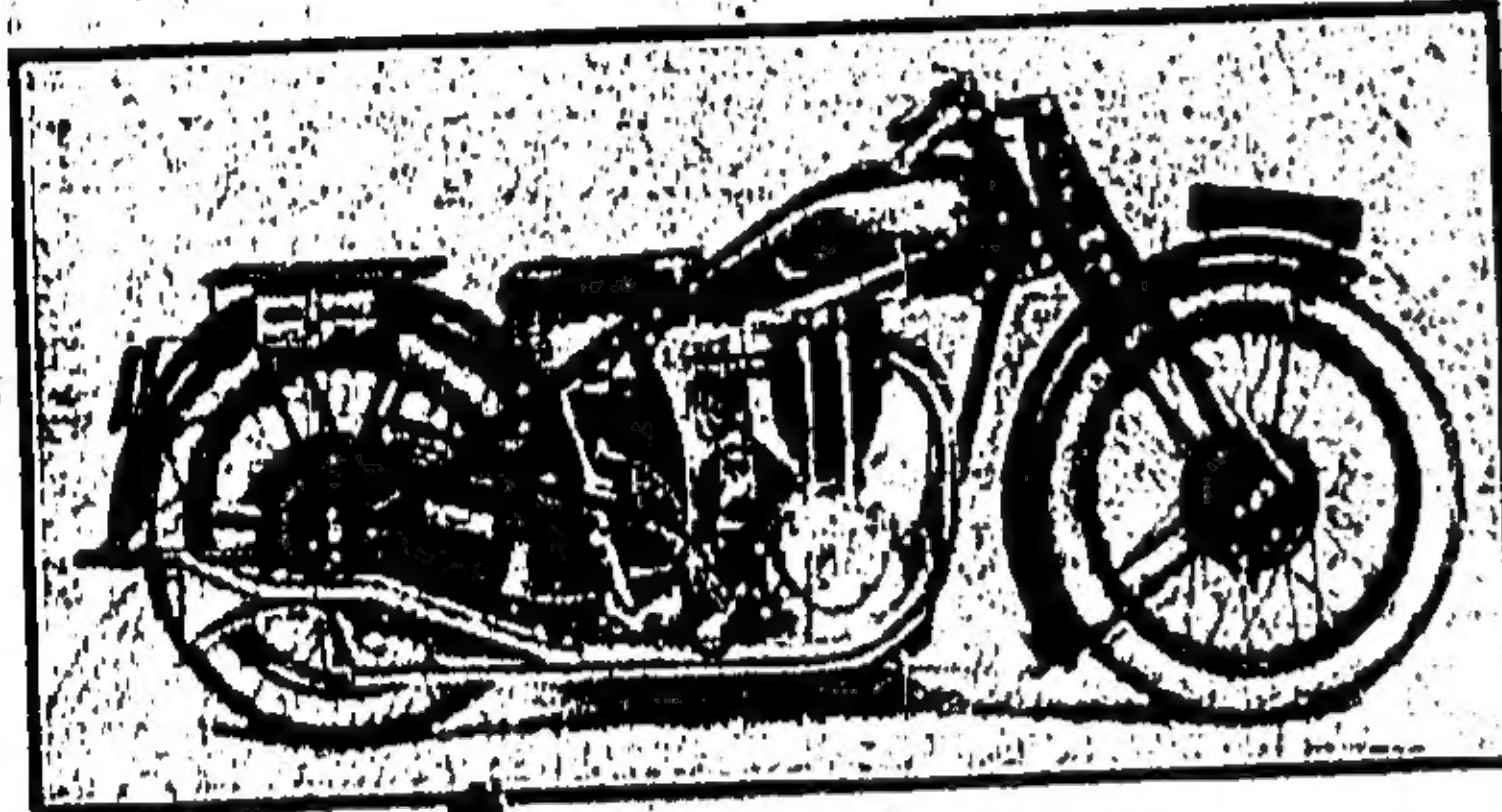
OLYMPIA CYCLE AND MOTOR CYCLE SHOW, LONDON.

A Review of the Exhibits.

[Special Report to the Hongkong Telegraph.]



The 4.95 "Matchless."



The 3.50 O.H.V. 2 Port "Triumph."

Once again London's annual Cycle and Motor Cycle Show is, at the time of writing, attracting great crowds to Olympia where the range of exhibits is more extensive than ever. Owing to the predominance of British motor cycles in the export markets a feature of this year's exhibition is the increase in the number of traders present from overseas. For the convenience of such visitors the British Cycle and Motor Cycle Union with characteristic enterprise has arranged for a room to be set aside for their use as a Club, where the services of an interpreter and stenographer are available to assist in conducting correspondence.

A Year of Progress.

A general review of the products on view at Olympia shows the chief lines along which British manufacturers have advanced during the last twelve months. It is evident at once that many solid improvements have been made and the period has been one of progress.

The question of silence, for instance, has received a great deal of attention. It will be remembered that some time ago that energetic body, the Automobile Association, with its membership of 370,000 odd, inaugurated a scheme in conjunction with the B.C. and M.C.U. for certifying silencing methods. Certificates of efficiency are issued in respect of models submitted by the manufacturers for examination after thorough test and this arrangement has undoubtedly had a beneficial effect. Another step resulting in a decrease of mechanical noise is the practice of enclosing the valve gear both on overhead and side-valve engines.

The all important subject of lubrication has been very fully investigated and improved methods adopted. Speedometers are now very often gear box driven and the instruments themselves set into the saddle tank. Steering dampers, too, are becoming more widely standardised and the same applies to electrical equipment. Prices, however, have not been

raised and in many cases these improvements and refinements are included on machines costing no more than last year's models although representing far better value.

Interesting Newcomers and a Fine Performance.

There are a number of newcomers of 250 c.c. capacity at this year's Show and none are more interesting than the two Arlors made in both o.h.v. and side valve form. Both engines are very modern in design and include totally enclosed and lubricated valve gear. Dry sump lubrication is employed, by which the oil is circulated by pressure through the bearings. The crankcase is ribbed for rigidity and radiation purposes.

The Ariel "500" incorporate improvements but the engine dimensions remain the same. With the dry sump system oil is forced direct to the centre of the crankpin and consumption works out at no less than 4,000 miles per gallon. New type spring forks are employed and the brakes have floating cams and disc pressed linings.

A very fine performance has just been put up, by the way, by a 250 c.c. and 500 c.c. o.h.v. model in a 10,000 mile reliability test under A.C.U. observation. A course measuring 120 miles was covered four times a day between the 28th September and the 23rd October and in that period tappets were adjusted twice each, this being the only attention which the engines received. It is estimated that the two engines revolved at least 90 million times during the test and the pistons actually travelled over 11,000 miles in the cylinders. The average petrol consumption worked out at over 100 m.p.g. and the oil consumption of the lightweight was less than a gallon for the whole distance.

Among the features of the New-Hudson programme for 1929 is the introduction of a 250 c.c. lightweight for which an output of 8 h.p. is claimed at 4,800 r.m.m. The valves, which are arranged side-by-side, are entirely enclosed.

On all the New-Hudson models the frames and hubs have been strengthened and the o.h.v. machines have Webb forks with adjustable shock absorbers and steering dampers. The 350 c.c. Twin-port machine has proved a strong favourite overseas since for 1929 the price has been considerably reduced. It will undoubtedly appeal to riders with a desire for speed. The engine is, of course, designed by H. Le Vack and follows closely the lines of the special racing machines used by him with such success at Brooklands. The long lever integrally mounted gear control, large brakes and neat dry sump lubrication system now standardised on the latest machines of this make are all the result of racing experience.

The Importance of Lubrication.

The new season's A.J.S. machines have undergone a complete change so far as external appearance is concerned. The popular saddle type tank, which, incidentally, was first used by the A.J.S. some years ago, has been adopted again. Dry sump lubrication is standardised on all models; the mechanical pump used is of the double-acting type, one pump forcing oil directly to the main bearings, big end and timing gear, while the second pump returns oil to the tank on the seat tube. In addition there is a supply direct to the cylinders, foot controlled by a needle valve. Up to 60 m.p.h. this supply need not be used, but if the rider intends entering speed events or hill climbs the needle valve should be unscrewed.

Improved front forks of triangulated rider pattern with central compression spring are used on the new models and A.J.S. shock absorbers are fitted to all except the cheapest, besides steering dampers incorporated in the head. The speedometer is fitted in the tank with flexible cable in the drive from the gearbox. The drive from the twin cylinder model has been increased from 7.99 h.p. to 9.50 h.p., the engine has tremendous power and acceleration and is extremely flexible.

Lower Riding Position on Humbers.

Although engines and gearboxes of the Humbers trio of models remain unaltered, various modifications in frame design have been adopted. The engine in each case is 2.49 h.p. and the three models are respectively the side valve model, the o.h.v. push-rod type and the o.h. camshaft model. The new frame for the first two has permitted the saddle height to be lowered by nearly 1½ ins., the saddle being bolted to the seat stays. In the case of the o.h. camshaft machine the frame has been entirely re-designed and the chain stays are carried right forward, being bolted to both seat post and front down tube so as to form a rigid cradle mounting.

New Triumph Models.

No fewer than five new models are introduced by the Triumph Co. as part of their 1929 programme. One of these is another 2.77 h.p. machine with welded steel saddle tank and separate oil tank. There is mechanical lubrication with auxiliary foot pump; internal expanding brakes are fitted to both front and rear wheels, while friction discs are incorporated in the front forks. It will be remembered that recently a similar machine created quite a stir in Australia by covering 568 miles between Melbourne and Sydney in the remarkable time of 15 hrs. 31 mins. The new 3.48 h.p. two-port o.h.v. model is a fast touring mount; semi-dry lubrication and a new silencing system are embodied and the neat layout of the straight tube cradle frame and saddle tank provide a low and very comfortable riding position. There will also be the 4.98 h.p. model "ST" which responds so well to special tuning. Its prototype, of course, gained a number of records.

Simplifying Maintenance.

The "Matchless" people took the opportunity afforded by the International Six Days' Trials in September to demonstrate publicly the virtues of their 1929 models. Four of these machines started and all gained the highest award possible, gold medals. Further, no marks at all were lost at the final examination. Three of the four machines were of model V/2 super sports type, while the fourth was a new model "X" 9.9 h.p. "Matchless" with a touring sidecar fitted.

An entirely new model which has definitely been designed for Overseas use is the Model V/5. This is fitted with a 5.88 h.p. side-valve touring engine giving high power output at low speeds so that the machine can slog along under the most adverse conditions, and with the heaviest loads. A special feature is that the cylinder head is detachable so that the engine can be decarbonised and the valves ground in without disturbing the cylinder itself or even removing the pipe. A practical feature of all "Matchless" models is finger adjustment for the brakes on both wheels and the front fork shock absorbers. This will be especially appreciated in districts where road surfaces vary greatly in character for the adjustment can be made quite easily even at high speed.

The Ulster Model Rudge.

Public attention has been recently drawn to the Rudge-Whitworth machines by the magnificent performance of E. Knott on a 500 c.c. model at Brooklands Track when he covered 200 miles in under 2 hours thereby breaking world's records for 200 miles and 2 hrs. in 3 classes.

For the past 3 years this firm has concentrated on 500 c.c. machines only but in response to repeated demand three entirely new models have now been introduced, 250 c.c. and 350 c.c. types. Perhaps the most interesting, however, is the new Ulster model which is an almost exact replica of the machine which won the 1928 Ulster Grand Prix at an average speed of no less than 80 m.p.h. In its production form the o.h.v. rocker gear is enclosed and lubricated by oil direct from the crankcase; the front chain is enclosed. Improvements to the cylinder head have resulted in a maximum speed of at least 85 m.p.h.

Development in Chain Design.

With the increased power of motor cycle engines certain weaknesses in the transmission chain have come to light; the inner links have had insufficient hold on the bushes and their tendency to move outwards has caused the inner links to spread and by binding on the outer links to give tight joint trouble. This has led to loss of power and subsequent roller breakage.

The Ronold "Mark 10" chain, which incorporates a "keyed-bush" in its construction, solves the problem of fixing the bushes in the side plates. In the course of over 2 years exhaustive research it was discovered that the spreading of the side plates was a secondary effect only, and came about after the bush had begun to turn in the side plates. The "Mark 10" chain incorporates a method of forming keys on the end of the bushes which gives them such a shape that not only is the bush prevented from turning in the side plates but it is also locked against end movement.

Accessories and Components.

Among the features of 1929 machines is the fitting of a speedometer as standard. Further, it is now the practice to drive from the gearbox, so that all working parts are protected and receive proper lubrication. In the old method the drive was taken from the front wheel where it was subject to road shocks and weather conditions. With the latest instruments manufactured by S. Smith & Sons, the speedometer head is fitted flush with the petrol tank and the flexible cable drive is almost completely concealed. This arrangement enhances the appearance of the machine and has been adopted on a very large number of models at the Show.

S. Smith & Sons control the export of the famous K.L.G. plugs which have again been well to the fore throughout the year. A plug of particular interest to owners of "poly" engines is the Type which possesses oil-resisting features. The mica insulation is formed in steps and these tend to break up oil and sooty deposits thrown up inside the plug. The edges of the steps become partially incandescent and prevent it forming a leakage path which can direct the current from the gap.

Standardising Electrical Equipment.

Electrical equipment generally is better and more widely standardised this year. The Lucas "Magdyno" equipment is an excellent example. The "Magdyno" itself possesses a very strong gear drive with no intermediate gears and the terminals are waterproof; the magneto section is guaranteed for two years. The head lamp is fitted with a high power bulb and "Diffusa" glass, ensuring a powerful even light, while a small pilot bulb gives alternative reduced light. The controlling switch is on the top of the lamp where it can be easily operated by the gloved hand of the rider. In front of his eyes, mounted in the back of the lamp, is a double reading ammeter with illuminated dial. An ingenious point about the tail lamp is that the bulb is carried on a rubber diaphragm to insulate it from vibration.

The Export of British Pedal Cycles.

The importance of the British motor cycle industry must not be allowed to overshadow the great trade done in pedal bicycles. In 1927 British bicycles were dispatched overseas to the extent of 283,462, India being the largest customer, with British West Africa next and then the Dutch East Indies.

To show how widespread are the export sales Ariel machines, besides going to considerable quantities to East Africa and China are sent regularly to Iceland.

Rudge-Whitworth bicycles go to Japan at the rate of about 500 a month; a consignment of 2,000 has just been sent to one Japanese agent. India and the West Indies are also good markets.

Large numbers of New Hudson "Service" bicycles are supplied to the Chinese Post Office for the use of officials. Similar machines are also widely used in Nigeria, Uganda, Tanganyika and the Gold

MORE MOTOR ROADS.

Henry Ford in Hungary.

Good roads are scarce in Hungary, but according to report Henry Ford is out to alter conditions. It is stated that he has made an offer to the Hungarian Government to build a macadamised road from Budapest to Szegedin, a distance of nearly 125 miles, if Ford cars are allowed into the country duty free.

NAMES, TOO.

Attempt to Standardise.

An endeavour is being made to standardise the names for the various frame parts of car bodies by the Society of Automotive Engineers.

Blue prints of a body frame with blanks numbered to correspond with the different members have been sent to manufacturers, who were asked to specify the term they used for each part.

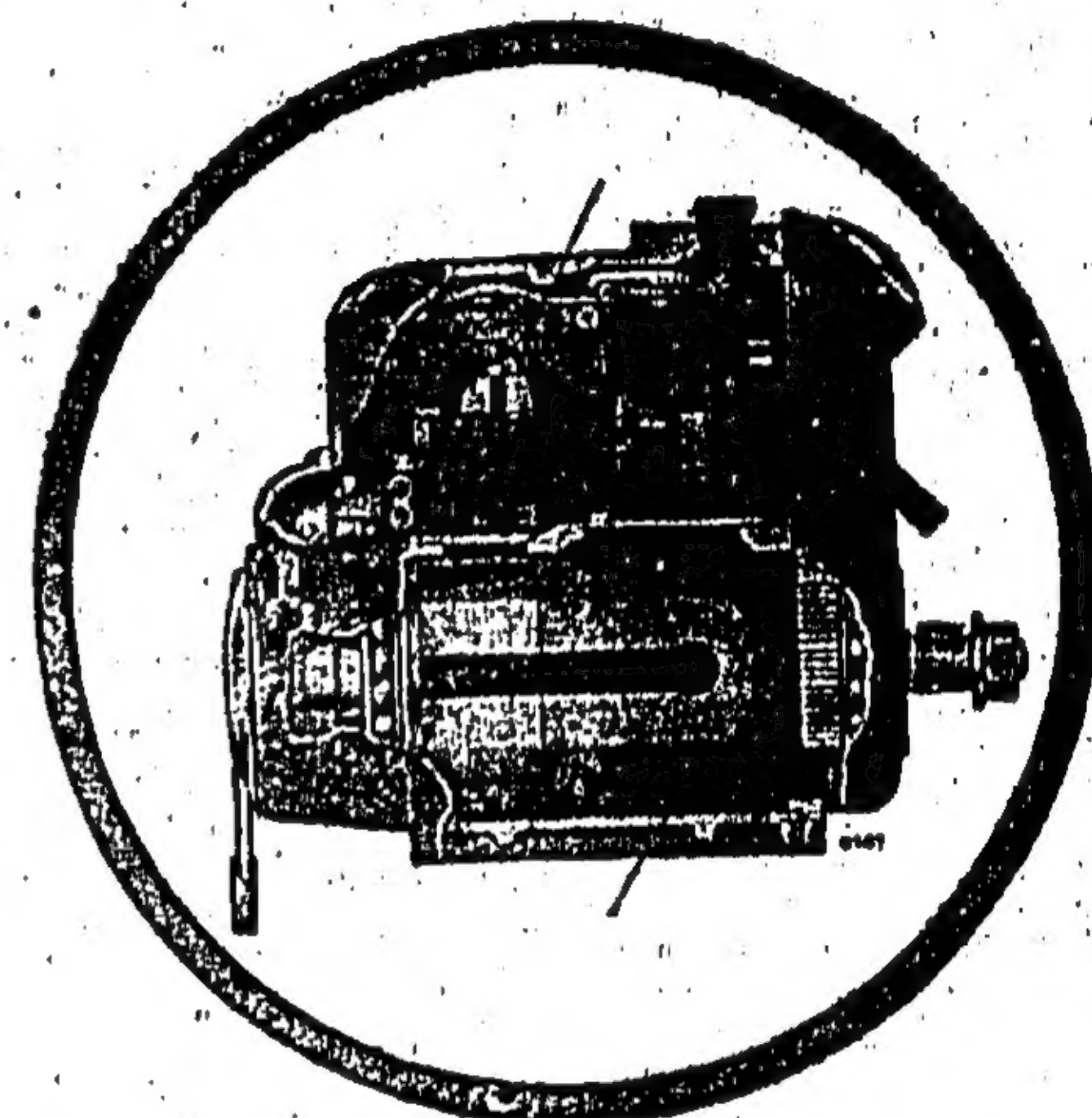
Replies will be summarised, and a complete list of part names, based on the most general usage, will be recommended.



A girl I loathe is Phyllis Farr; she always wants to drive my car!

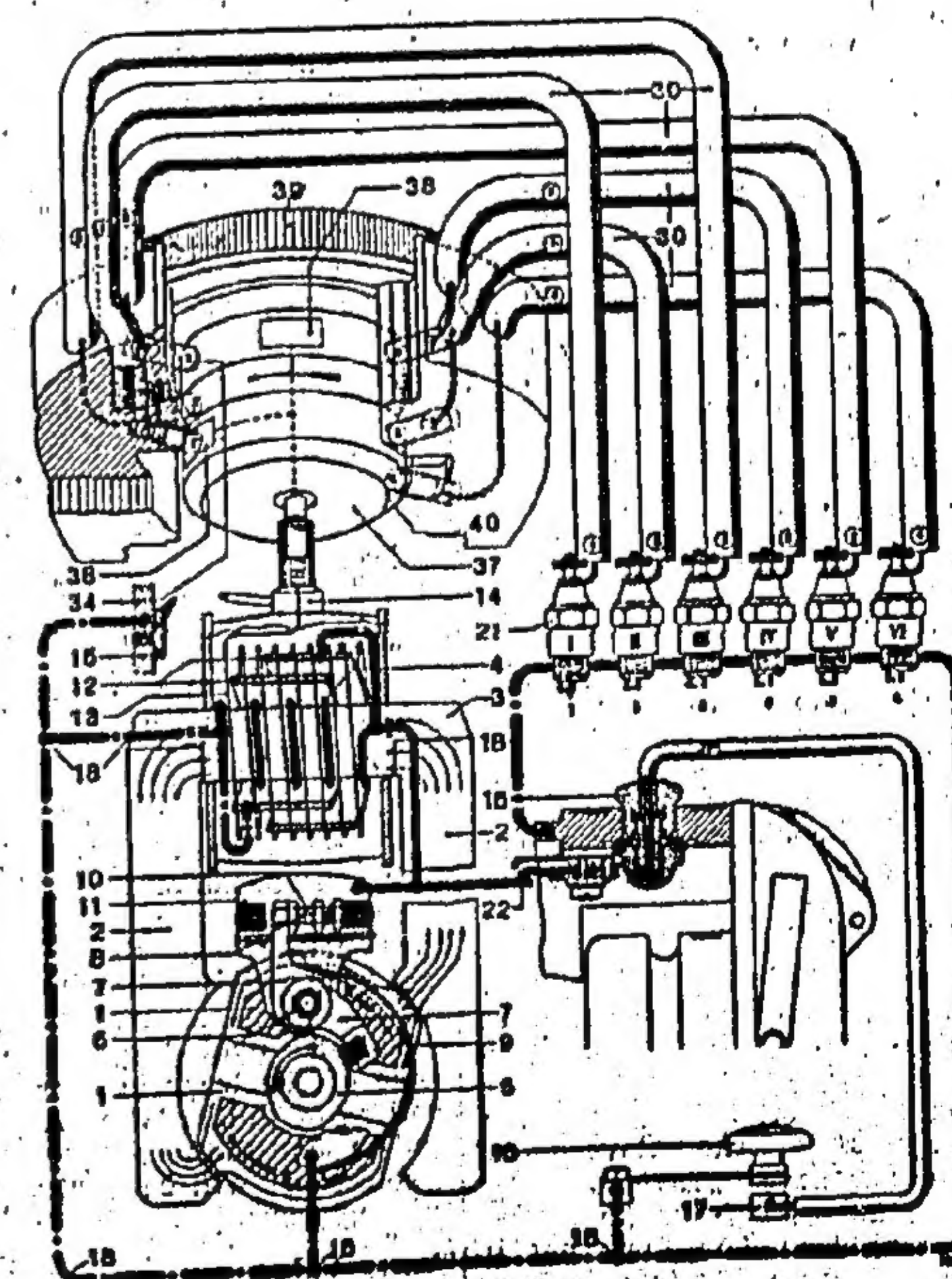
Coast. In many cases the machines are fitted with Sorbo unbreakable tyres owing to the terrible nature of the country to be traversed.

PRINCIPLE OF THE SCINTILLA MAGNETO



Based on an entirely new principle of design and construction, the SCINTILLA Magneto offers the Motor Industry the finest ignition system engineering science has ever produced. Its permanent magnet, the most robust part in any magneto, rotates. The delicate parts, such as the contact breaker with its contact points and the armature, are stationary.

The characteristic of the SCINTILLA Magneto lies therefore in the complete inversion of the systems hitherto known, and the numerous advantages of this magneto must be realized.



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Pictorial Supplement

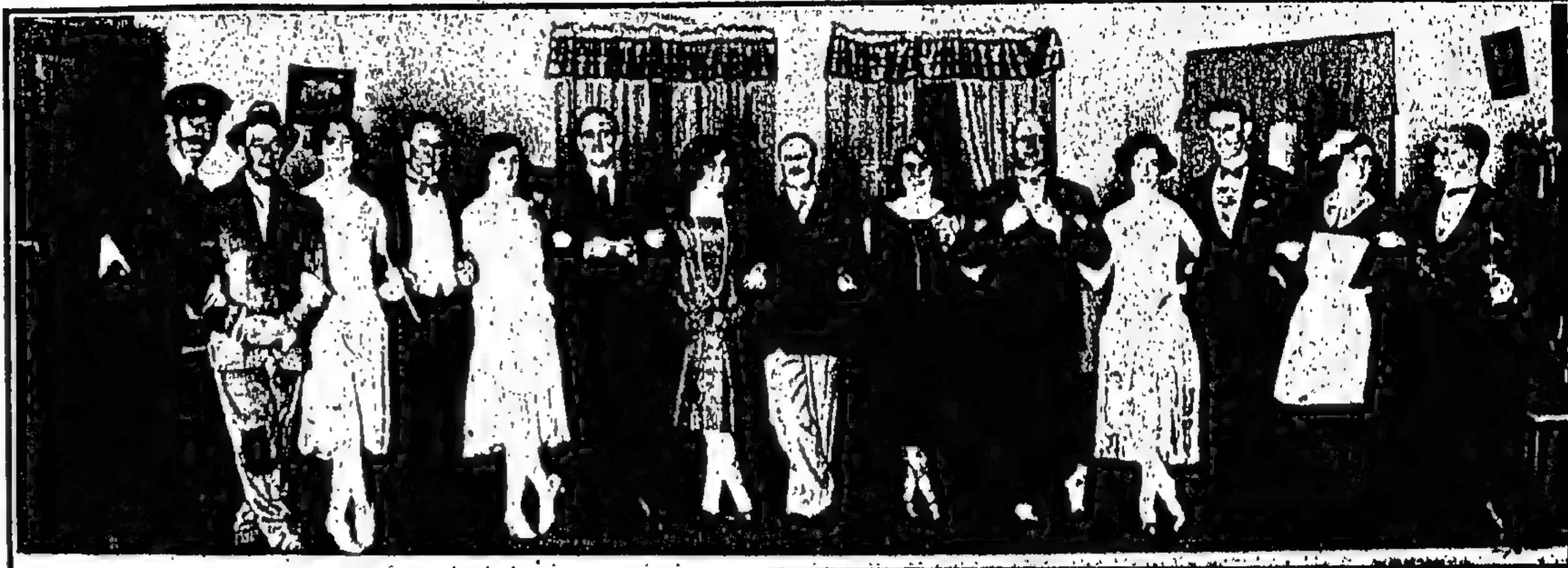
December 15th, 1928.

TO OUR READERS

We shall be pleased to
receive photographs of
interest, for reproduction
in this Supplement.



The above lady hockey players, representing the Hongkong Ladies' Hockey Club and the Kowloon Ladies' Hockey Club, met at King's Park on Saturday, December 1st, the Hongkong ladies winning by three goals to two.



The Canton Amateur Dramatic Club, under the direction of Mr. G. M. D. D. Wolf, has just produced the farce "A Pair of Silk Stockings," the above picture showing the members of the cast. Reading from left to right they are: Mr. H. H. Benson (Insp. Wilson), Mr. J. Baud (a tramp), Mrs. W. Graham Reynolds (Angela Bruce), Mr. A. J. Evans (Hugh MacIntyre), Mrs. F. Gandossi (Irene Mailand), Capt. G. A. Clements (Capt. Bagnall), Miss P. Kemble (Molly Thornhill), Mr. H. G. Eales (Sam Thornhill), Mrs. G. A. Clements (Lady Gower), Mr. W. R. Farmer (Sir John Gower), Mrs. R. T. O. Lammert (Pamela Bristowe), Mr. F. W. E. Lammert (Arthur Brock), Miss E. L. V. Hogg (a maid), Mr. L. A. Jeeves (Morgan, the Butler).



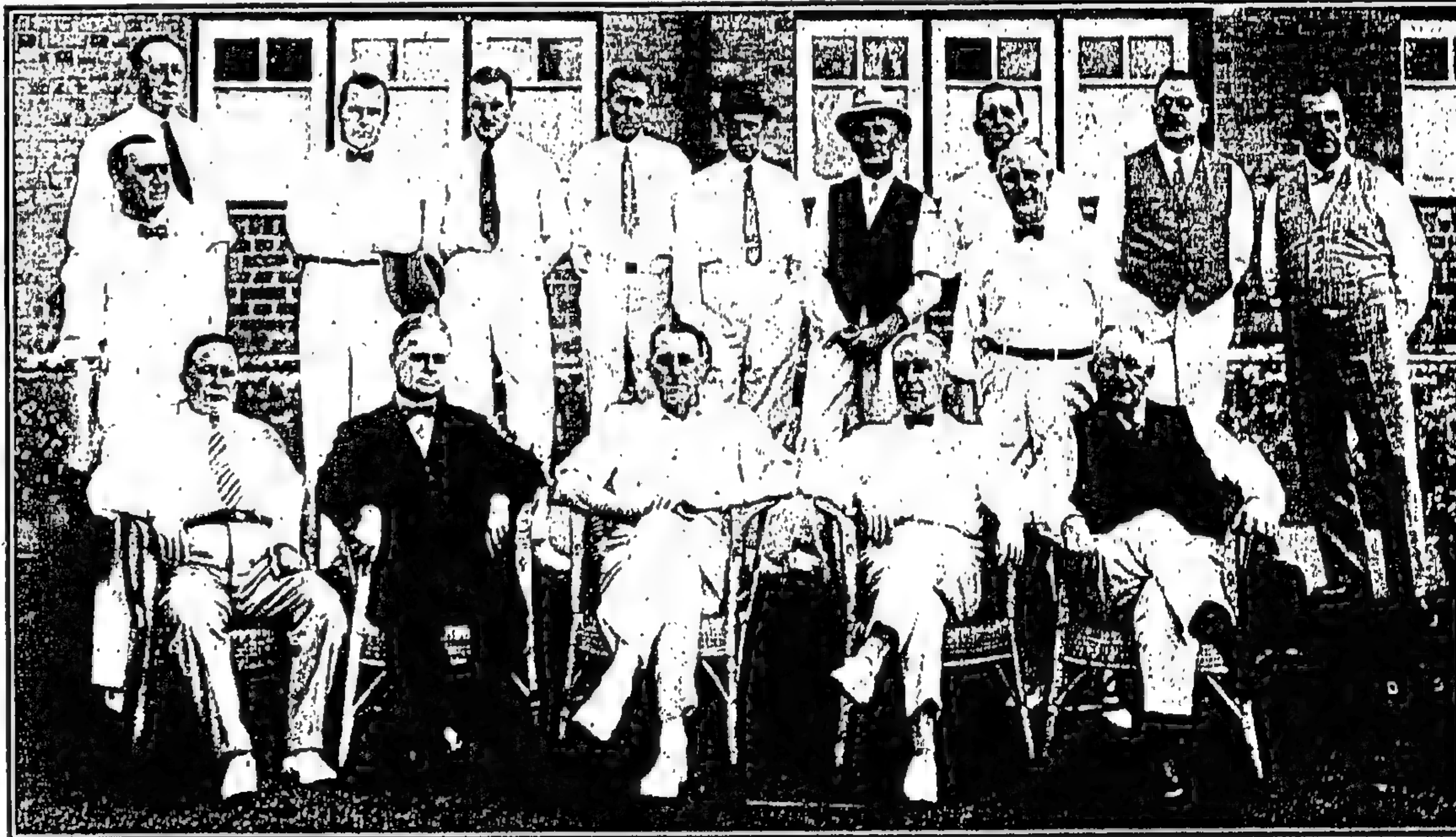
The Corps Signals, H.K.V.D.C., while in camp at Fanling, demonstrating the use of wireless telephony in the field. On the left, the O.C., Lieut. M. G. Noll (standing) and two operators tuning in. On the right, one of the complete portable short-wave sets, with copper rod aerial, erected in a few minutes.



The above two pictures were taken at the Fete held on Sunday last by the Society St. Vincent de Paul, in the compound of the Roman Catholic Cathedral, in aid of the poor. Brisk business was done at the stalls. (Photo: Mee Cheung).



Kowloon's new cinema, the Majestic Theatre, was opened on Saturday last. The theatre is on the site of the old Po Hing Theatre, Nathan Road, midway between Kowloon and Yau-matli. (Photo: Mee Cheung).



At the Royal Hongkong Yacht Club on Sunday, teams representative of the St. George's and St. Andrew's Societies competed in a lawn bowls match, the first-named Society winning by 44 shots to 37. The above group photograph was taken before the match. (Photo: Mee Cheung).

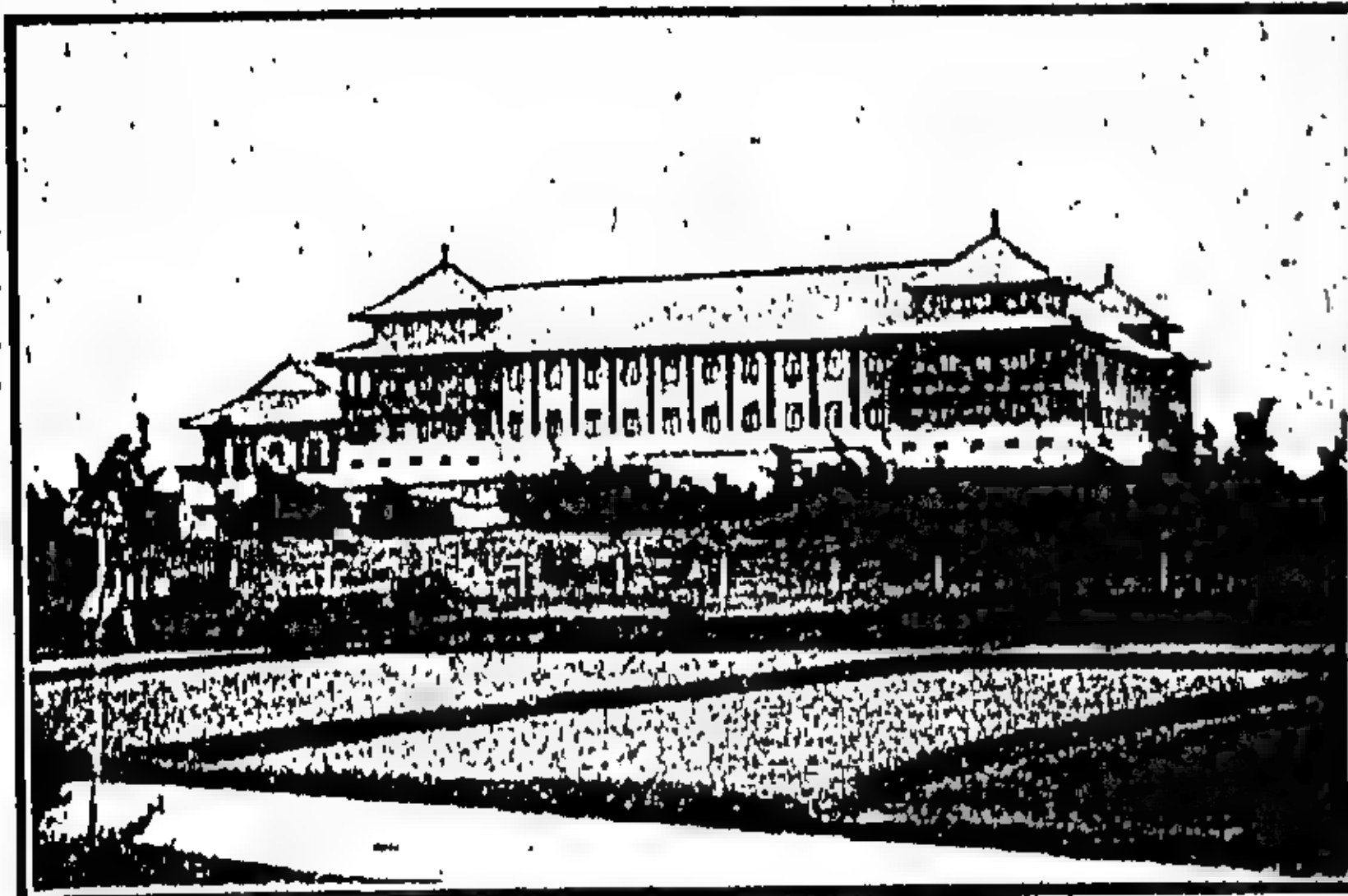


Photo taken on the occasion of the second anniversary of the German Tennis Club, at King's Park. Members entertained their friends to afternoon tea. (Photo: A. Leung).



H.E. the General Officer Commanding (Major-General C. C. Luard, C.B., C.M.G.) photographed with the Commandant and Officers of the Hongkong Volunteer Defence Corps in Camp at Fanling. (Photo: Ming Yuen).

NEW MEMORIAL SCHOOL AT CANTON.



Evidence of the progress of educational institutions in and around Canton is afforded by the above photographs showing the new buildings recently opened on the Sha Ho road, near Tung Shan, of the Jub Shun Memorial School. Note the fine wide motor road which runs in front of the new institution.

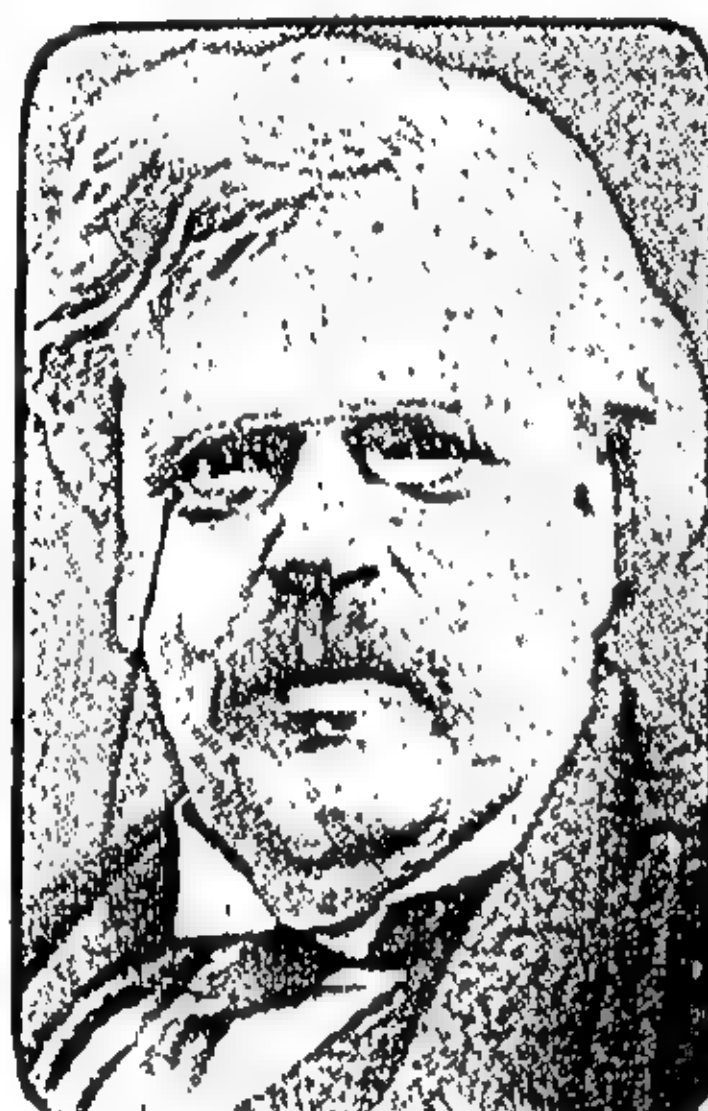
A MODERN PROPHET.

MR. G. K. CHESTERTON.

Mr. Julius West recently wrote a book entitled "G. K. Chesterton: A Critical Study." And Mr. James Douglas has criticised that Critical Study in such wise that its writer must be sorry he did not leave Mr. Chesterton alone. The subject of the study, in Mr. Douglas's opinion, has been uncomprehended. Over the body of the writer of the Critical Study the Critic thereof proclaims aloud the largeness of the Chesterton intellect and the dignity of the Chestertonian soul. It is a fine estimate, and deserves giving here as a sincere endeavour to explain a great and truly English mind to those who, for one reason or another, have been unable to make its acquaintance or, if so, to appreciate it to the full.

The tragedy of literature is that a prophet has no honour in his own country. We starve and stone our prophets. The central truth to be uttered about Mr. Chesterton is that he is the greatest prophet of our generation. He is as great as Tolstoy or Thoreau. It may seem rash to set him beside these great prophets, but time will ratify my rashness. A prophet

is a man of genius with a spiritual message for his age. The spiritual message delivered by Mr. Chesterton is mightier than any other sounding in our ears. He is a bigger man than Macaulay or Bergson, though we know it not. As a prophet he is larger



Gilbert K. Chesterton

in every way than Mr. Shaw or Mr. Wells or Mr. Arnold Bennett, because he deals with the soul's environment. They deal with man as a social animal. He deals with man as a spiritual being.

Our failure to salute the prophet is complete, and it is emphasised by our failure to perceive that he

is the authentic voice of that English soul which lately wrestled with the Teutonic soul for the soul of the world. He is the soul of England. He expresses the English temper which you can trace through Wordsworth, Blake, Shakespeare, Milton, the Bible and the Book of Common Prayer, right back to Cain and Abel. This English temper is sublime in its spiritual heroism, and that it is alive to day in the race was demonstrated by the stupendous selflessness of the inarticulate masses who laid down their lives dumbly for an ideal which they divined but did not discern. Our people died for the soul of man. And Mr. Chesterton in his essays and in his poetry is the prophet of man's soul. The form in which he has cast his message has been determined by Byles the Butcher. He has beaten his brains out upon the stones of Fleet Street like that other great Englishman, Dr. Johnson.

He is as fragmentary as Isaiah or Nietzsche or Blake, but genius flames in all his fragments. His excesses are sublime and his faults are celestial, for they are the laughter of life and the foliage of energy. His imperfections are the flourishes of his perfections. To ask for one without the other is like asking for an oak without leaves or for a sea without waves. His paradox is a new thing in literature, for it is a spiritual parable and the old spiritual alle-

gory. He is the Bunyan of paradox. The paradox of Wilde is a trick of the tongue. The paradox of Chesterton is a trick of the soul. Wilde turned phrases upside down, but Chesterton turns visions upside down. Wilde invented topsyturvy words, but Chesterton invented topsyturvy dreams. Wilde is rococo; Chesterton is Gothic.



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OUR PRINCE'S DRESS.

AN AMERICAN COMMENT OF APPROVAL.

The sturdy independence of the Prince of Wales, displayed in his addiction to the dangerous sport of steeplechasing and more recently still in his choice of the aeroplane as a means of meeting his many official engagements, has found its latest expression sartorially. Pictures have appeared of him wearing a gray flannel suit without a waistcoat. To Americans this may sound like the mildest of revolts against convention or no revolt at all. But in England, where the weather usually favours its presence, the waistcoat has been a sacred symbol of gentility, so much so that the Prince's appearance without it even on a hot and sticky day has set the gossips buzzing and the London tailoring fraternity shaking their heads in dismay. What next! What next!

As a matter of fact, the Prince was merely adapting his dress to the climate, which, contrary to general belief, is a well established custom among his countrymen. If, to an American, Englishmen seem overfond of formal clothes at home it is because in the normal English climate they find them comfortable. But send them to India and they swap their silk stovepipes for pith helmets—the lightest most comfortable and most sensible headgear for tropical wear ever devised—and their three-piece woollen suits for ducks and twills. Under like circumstances in Manila the American sticks stubbornly to his tight-fitting and sweat-starting Panama. What, wear a pith helmet? "It looks too British!"

The present season in England has produced an abnormal run of hot weather of the kind associated with a New York summer. To the horror of their more fastidious countrymen, gentlemen there have been observed peeling off their coats, displaying shirt sleeves and "braces" in public. Apparently neither they nor the Prince of Wales are so much afraid of "going American" when the weather warrants it as are some Americans of "going British."—New York Herald Tribune.



The above memorial, which stands in a secluded spot in the cemetery at Happy Valley, commemorates the memory of officers and members of the crew of H.M.S. Nankin, which served on the China Station in the 50's.

It is recorded on the monument that the ship took part in actions at Bogue Forts, Fatsan Creek, Seelou and Canton during the years 1856 and 1857 and that a number of Officers, Petty Officers and Men lost their lives.

Un fortunately there is no law to prevent the charapulous optician from using inferior lenses. There is but one way to safeguard your precious gift of sight—consult an optician of qualification and reputation.

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Bottles of Perfume.
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"Hankies" in Boxes.
Cosy Slippers.
Eau-de-Cologne.
Handkerchief Puffs.

Neckties.
Socks.
Suspenders.
Silk Handkerchiefs.
Cigarettes.
Pocket Knives.
Ash Trays.
Tobacco Pouches.
Golf Balls.

\$5 to \$10

Fountain Pens.
Alabaster Powder Bowls.
Shingle Cases.
Handbags.
Coty's Perfume.
Back Puffs.
Cadbury's Chocolates.
Silver Vases.
Vanity Cases.
Bridge Sets.
Rose Bowls.
Silver Spoons in Cases.
Glove Boxes.
Sewing Cases.
Scent Bottles.
Yardley's Perfumes.
Powder Boxes.

BELOW ARE A FEW HINTS FOR THE "MERE MALE'S" PRESENT.

Golf Clubs.
Tunic Shirts.
Cigars.
Pipes.
Slippers.
Walking Sticks.
Spats.
Gloves.
Billiard Cues.

\$10 to \$25

Cut Glass Bowls.
Writing Sets.
Jewel Boxes.
Vanity Cases.
Caskets of Chocolates.
Boxes of Glace Fruits.
Coffee Sets.
Cake Baskets.
Silver Manicure Sets.
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Wrist Watches.
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Hand Painted Cocktail Glasses.
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Lamp Stands and Shades.
Fancy Down Cushions.
Opera Glasses.
Barometers.
E. P. Tea Services.
E. P. Trays.
Silver Card Cases.

Travelling Rugs.
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Solid Silver Tea Sets.
Canteen of Cutlery.
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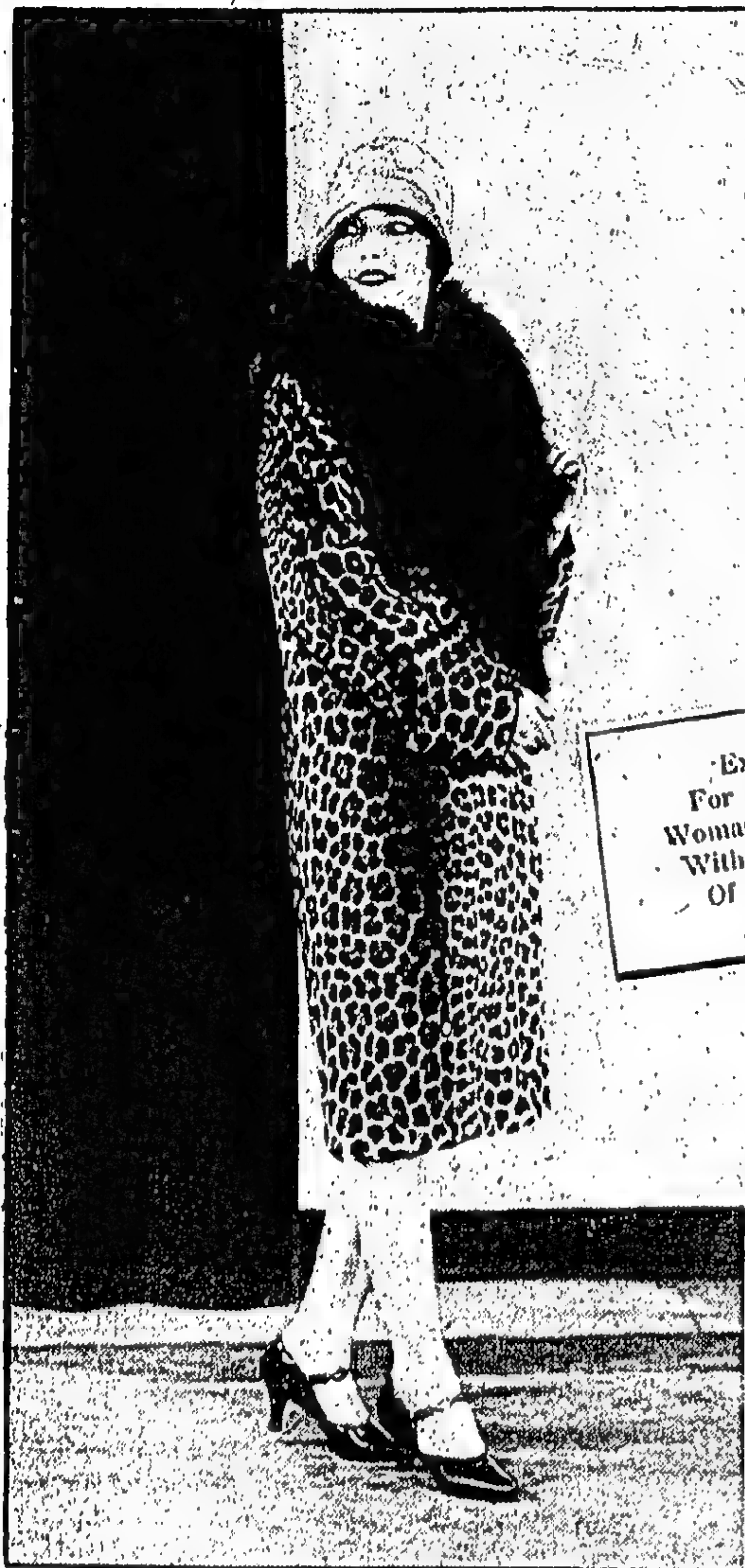
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For the Taller
Woman Is Leopard
With Soft Collar
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A Broadtail
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With Faint Suggestion
Of a Waistline and
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Models From
The Fur Buyers
Service



Swagger Lines
In a Sports Coat
Of Tropical Seal
And Narrow Beaver
Collar and Cuff



Fitch Trim
On a Caracul Coat
With Tuxedo Front
Is Most Suitable
For Youthfulness

THE fur coat of this season depends not upon trick lines or unusual manipulations, but upon its own intrinsic merit as fur. The smartest models will not strive for the unusual or bizarre, but will adhere to classical, straight lines.

"Freak" furs, dyed pelts and novelties have been exploited to their limit, and the inevitable reaction back to quality is at hand.

The daytime coat is simplicity itself, well fitted at the shoulder line and making a narrow silhouette at the hip. In length, it is skirt length, meaning that it is slightly longer than the skirt, so that the gown is completely covered.

That black fur will be more popular than ever before seems to be indicated at the beginning of the season, with black seal, caracul and broadtail well at the head of the list.

Fox appears to be less in demand for collars and cuffs than the flatter pelts, such as mink, beaver and ditch. Fitch, by the way, is leading all other furs as trimming.

Whereas the shawl collar is the featured neckline, it is not so large as formerly. It adheres more closely to the line of the neck, and the tendency is to avoid any heavy or muffled look about the shoulders.

Except on sports coats, the pocket is not featured—a wise precaution, since a pocket really adds nothing to the smartness of a coat.

AN interesting use of fitch is shown in the youthful caracul coat with the roll front at the lower left. This coat is in the new casaba shade, and the fitch is the natural Russian, with the very light background and the deep markings. Notice the way the fur is applied to the cuff, running in a point almost to the elbow.

Another very youthful model that is best on the taller woman is the leopard model with the soft wrappy collar of wolverine, shown at the upper left. Here the turn-back cuffs are of the leopard and a more slender effect is achieved than with the heavier cuff.

A truly classical model, that which couturiers love to call a "real lady's model," is the model of eastern mink, at the bottom.

of the page. With its fascinating play of light and brown stripes, this one is so soft and so delicately striped that it suggests sable.

This type of coat is quite rich enough without adding any contrasting fur, or any attempt at elaborate collar and cuffs.

ERMINE this season is used not only for the very dressy evening wraps, but is handled in quite a tailored fashion. An example is the model pictured at the lower right, with the collar and extremely wide cuffs of blue Peruvian chinchilla.

Naturally, the evening models are still trimmed with many tails, and lined with velvets to match the gowns with which they are worn.

The broadtail model, at the top centre, is designed for rather formal wear and departs from the straight and narrow in that it introduces a flared hemline and a faint suggestion of a waistline.

Extreme richness and beauty and much expense are added in the collar and banding of silver fox. This type of coat should be avoided by the short woman, since it detracts from her height, and generally curtails her lines. But it absolutely glorifies the tall woman, and gives her a smartness that is highly desirable.

This year's sports coat has swagger lines and a casual, easy swing that suggests the flapper mode. A typical style is the one at the upper right with the fur belt, which comes in beige tropical seal, with a narrow beaver collar, and a band at the sleeve that goes upward to the elbow rather than encircling the wrist.

BUT these models in no way show the whole run that furs take in the styles for the coming season. They are merely a few of the models which show not only which way the wind blows, but what may be done about it when it does.

In the introduction of the simple and straight lines for this year, fashion has been good to the woman who can afford only one coat in several seasons. For coats in this classical manner will be good till the early 1930's.



An Ermine
Evening Wrap
Is Here Handled
With Chinchilla
Trimming

Eastern Mink
In Classical Model
Of Extreme Richness
But Lavishly
Plain

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Pictorial Supplement

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The Essential Evening Effect

Correct evening wear is a harmony of individual items judged together in order to make sure that every detail is in accord.

This is the basic idea behind Mackintosh's Evening Wear Service . . . making it a simple matter to select—in one shop, at one time—the details which dovetail into each other with that perfect harmony of style, material and fit in which consists the essential correctness of evening wear.

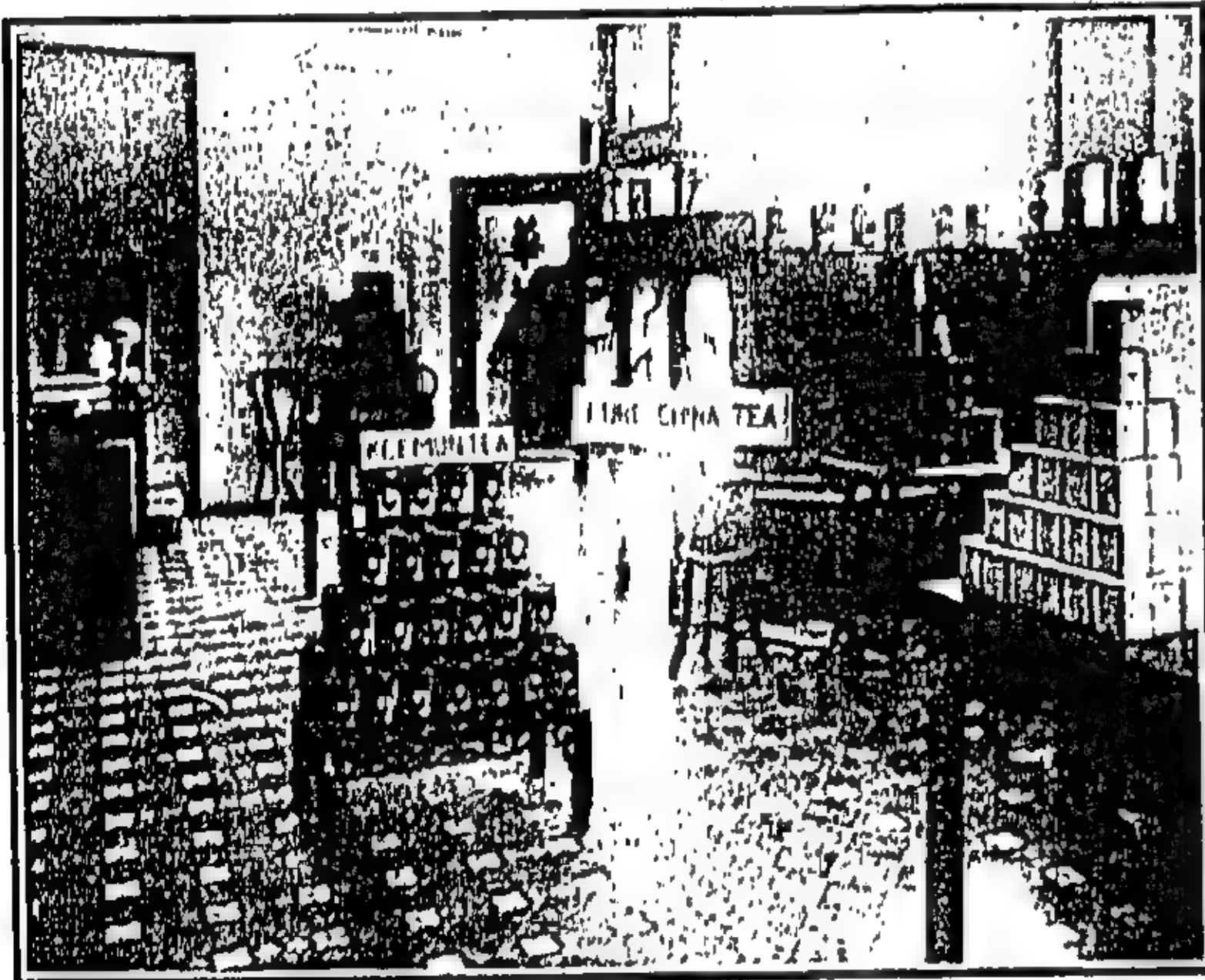
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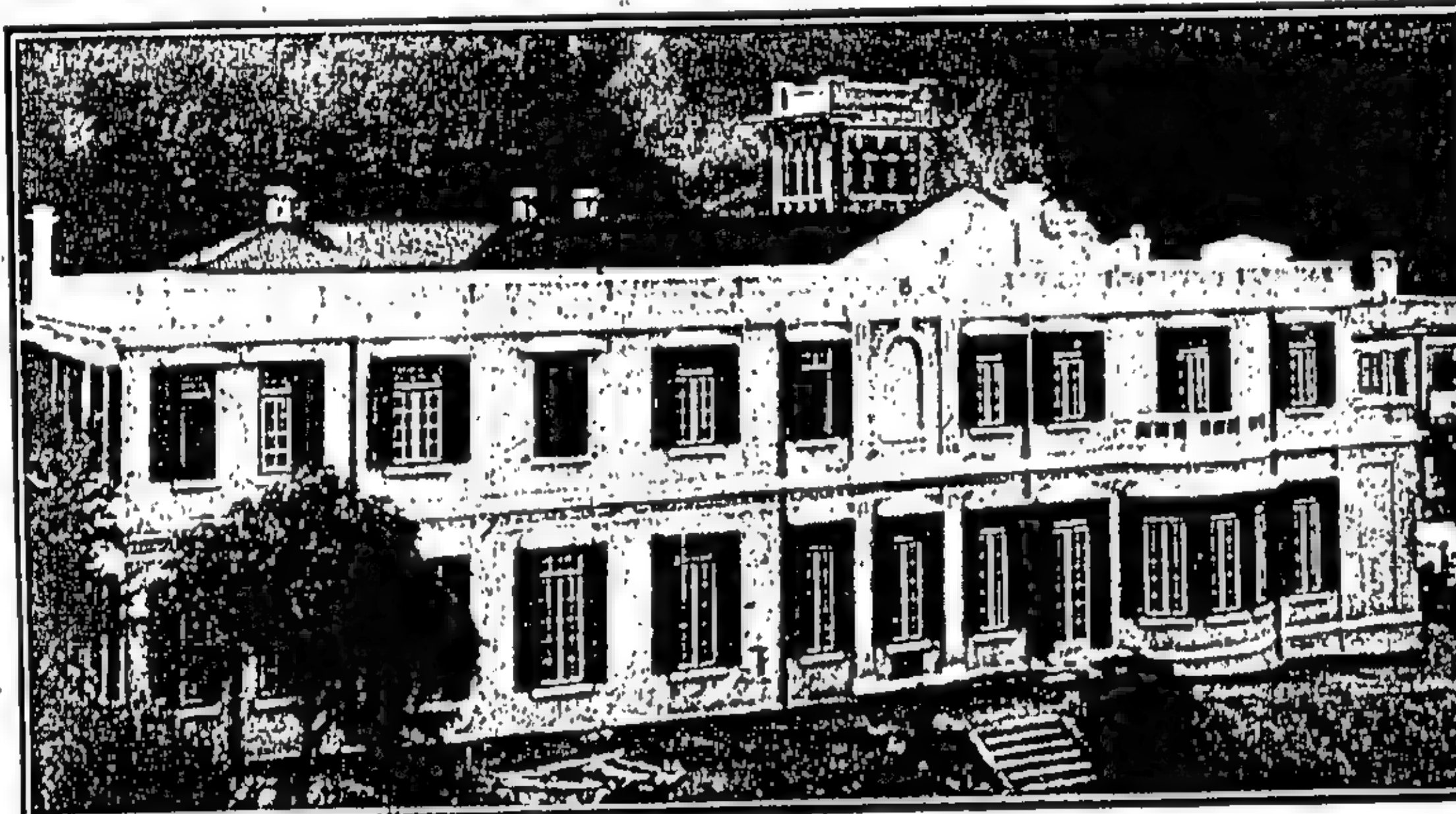
Mrs. A. M. Bowes-Smith, who, as Sylvia, takes the lead in "Tom Jones" now being given by the Philharmonic Society. (Photo: Ming Yuen).



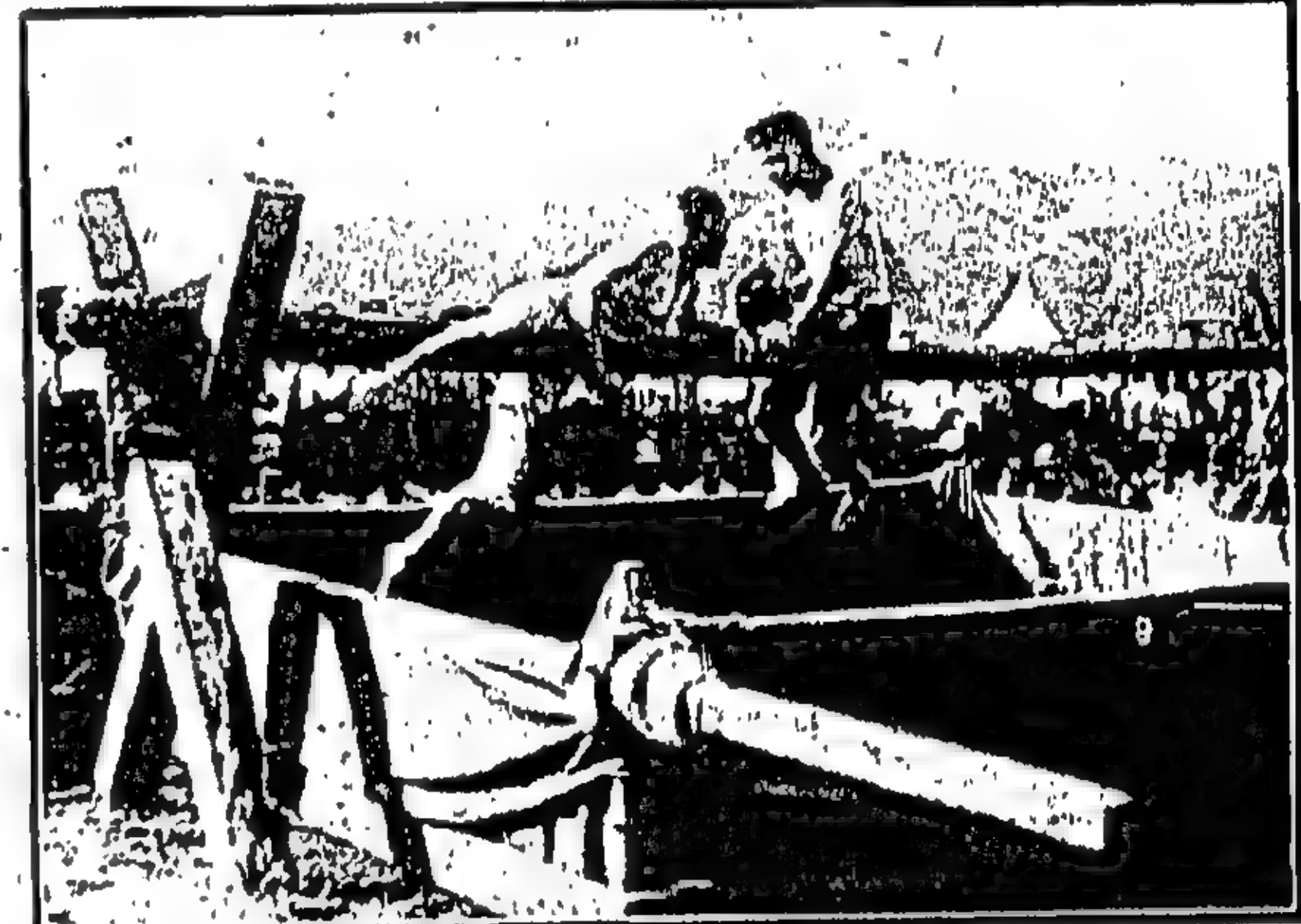
A scene—"The tale of the Cuckoo"—from "Tom Jones" which is being produced by the Philharmonic Society. From left to right, the performers are: Mr. A. J. J. Bruck, Miss E. Aris, Capt. R. D. Thomas and Messrs. T. J. Magill, R. Dobbin and P. Hale. (Photo: Ming Yuen).



Mrs. J. Hurst, who takes the part of Honour in "Tom Jones" now being produced by the Hongkong Philharmonic Society. (Photo: Ming Yuen).



Morrison Hall Extension, Hongkong University, which has just been completed. The Tung Nam Construction Company carried out the work from plans and supervised by Messrs. Denison, Ram and Gibbs. It will be remembered that the foundation stone was laid by Dr. Pearce before his retirement from the Colony.



Pillow fighting in progress at the troops' sports which were held last week in camp at Lowu. (Photo: Ming Yuen).



Officials and members of the Committee of the St. Andrew's Society laying a wreath on the Cenotaph on St. Andrew's Day. (Photo: Mee Cheung).



A farewell dinner party was given to Capt. and Mrs. Mitchell on board the s.s. Fatshan on Friday last. (Photo: A. Fong).



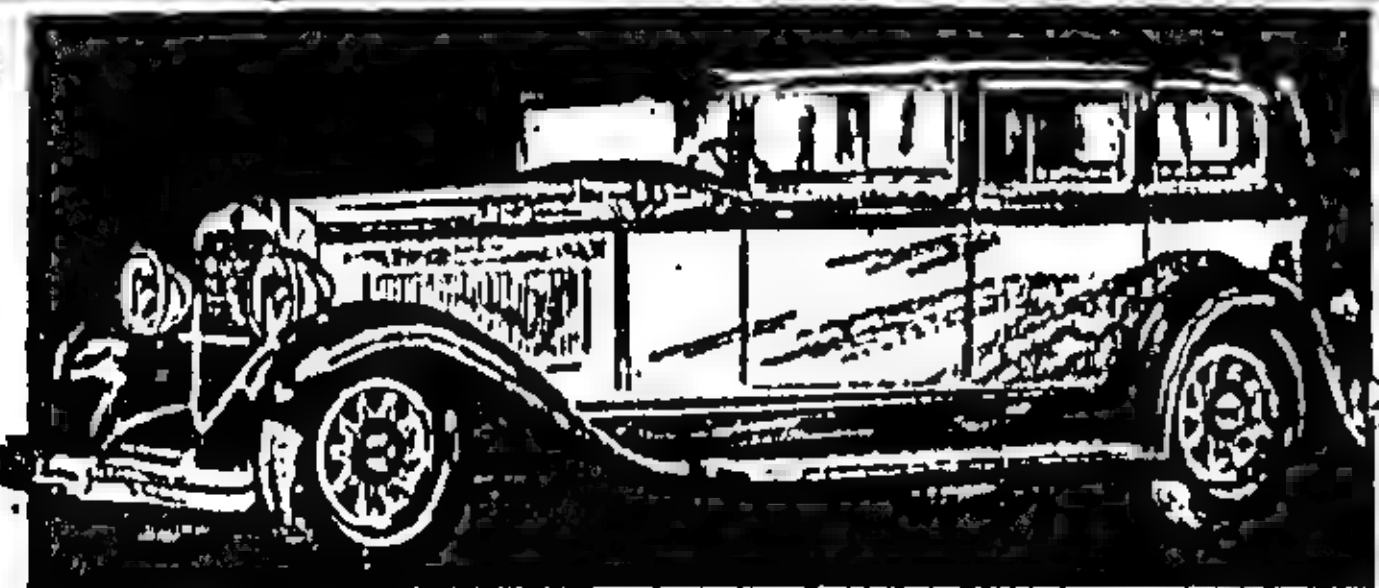
Impressive scenes were witnessed at Rye when fifteen of the seventeen lifeboatmen who lost their lives in the Rye Harbour lifeboat disaster were laid to rest in the little churchyard by the sea. Our photograph shows the procession proceeding through the village.



Remarkable jumping by a woman rider was seen at the Whaddon Chase Hunter Trials at Blatchley, Buckinghamshire. Our photo shows the competitor clearing a jump in fine style.



Just arrived
Special Six "400" Sedan
H.K. \$3,300
fully equipped
Phone 1474 for a ride.



It was a Twin-Ignition Motor that carried Lindbergh over the Atlantic, Goebel over the Pacific, Byrd over the Pole!

In history-making flights Lindbergh, Byrd, Goebel and a host of others have established dramatically and conclusively the superiority and reliability of twin ignition, high compression, valve-in-head motor performance.

And all three principles are combined in the great new Nash Twin Ignition Motor which powers every Nash "400" Special and Advanced Six model.

The Nash Twin Ignition Motor, with two ignition coils instead of one, two

spark plugs (airplane type), to each cylinder instead of one, 360 sparks a second instead of 180, at top speed, burns the highly compressed gases more thoroughly and economically.

The result is more power from less gasoline, and ordinary gasoline at that. No special, high priced fuels are required for the Twin Ignition Motor.

Once you drive the great new Nash "400," you are certain never to be contented with the performance of older types of motors.

Spare parts in Stock.

NASH "400"

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Service Station 76 Des Vaux Road Central, Phone 644

OCEANS OF GASOLINE.

The average American motorist used more than 550 gallons of gas during 1927; the total amount con-

sumed was 11,563,490,000 gallons. Averaging 13.5 miles to the gallon, the motor vehicles have travelled 1,561,150,000 miles in consuming this gas.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

WATERING THE BATTERY.

Like humans, the battery is thirsty in hot weather.

The only regular attention that a storage battery usually needs if it is in good condition and well served by its generator, is addition of distilled water to its cells but the need of this is absolutely pre-emptory if good service and the welfare of the battery is to be considered.

Keep The Plates Covered.

To obtain full service and protect the battery from damage, the liquid level in each cell should never be allowed to fall below the tops of the plates and as a matter of prudence it should always be maintained as much above the plates as its manufacturer specifies.

Where the Water Goes.

Some water is lost from battery cells, by evaporation, when they are at ordinary temperatures and much more when they become hot in service, but the loss by decomposition into hydrogen and oxygen gas, when overcharging occurs, is still more important. More frequent and larger refilling of water are necessitated by hot weather and the excess charging which so often takes on long continued daylight trips.

Winter Water Requirements Small.

In the winter operation of the average car, additions of water are required at long intervals only, because the battery is not likely to overheat and because overcharging is unlikely to take place, on account of the extensive use of lights and the infrequency of long daytime runs, with their heavy charging effect.

Heavy Summer Water Loss.

On the contrary the average car battery needs a lot of water in hot

weather to keep the plates covered for it is rapidly being evaporated by the high prevailing temperatures and the gassing of the cells while being subjected to the frequent protracted overcharges, incident to the large mileages usual during the summer, means a heavy water loss.

Frequent Inspections Advisable.

Liquid level in the cells should be inspected after each few hundred miles of summer driving and losses of water made good. Especially is this the case if very hot weather prevails and the mileage made has been covered in a very short period of time. It is far safer to make these inspections on a mileage basis than on an elapsed time basis.

Charging at a Lower Rate.

If cells require an unreasonable amount of water, it is almost certain that much overcharging is taking place and that the battery is overheated much of the time—a detrimental condition. Under these circumstances, it may be well to have the generator charging rate reduced which will tend to diminish overcharging, overheating and the amount of distilled water that must be supplied.

Rattles on Rough Roads.

Question: Finding that my car was getting very noisy on rough streets, I tightened up all bolts and nuts, greased all connections, oiled between the spring leaves and painted oil under the car where the body meets the frame. This has made it very lively, so that it bounces over the uneven places, with the same if not more noise than before. How can I make it quieter?

Answer: Probably some of the spring shackles are worn enough to make them loose and noisy. These will have to be replaced. End play of the springs on these bolts can be taken up and make them much quieter. Lost motion in the steering connections may exist and contribute to the noise. It is very doubtful if spring leaves should be oiled, as it reduces the leaf friction which is a very important factor in stopping bouncing. The makers of your car advise against oiling their springs and they are doubtless right in this.

Oil for Laid-up Engine.

Question: My car has stood idle all winter and I am advised before running it, to drain the crankcase, fill with kerosene, turn the engine over a number of times by hand, drain out the kerosene and refill with clean oil. Would such procedure be a proper one?

Answer: Yes it will be all right in the case of your engine, which has no splash-troughs which would retain the kerosene and cause the fresh oil to be thinned thereby. The engine should be turned over quite a number of revolutions, several different times, with a wait between them, to permit the kerosene to have full cleaning effect. It would have been better if you had drawn off the old oil and refilled with fresh oil, when you laid the car up, rather than letting the dirty oil remain in the engine all winter.

ON THE RHINE.

Great enthusiasm was shown when the British Army ran a Rhine reliability trial, near Wiesbaden, through the Taunus Mountains—tanks barred—and over six stiff observed hills. The competing cars ranged from Fords to Mercedes, with plenty of Morris Oxfords and Cowleys, and the German enthusiasts turned out in force for the occasion. A motor cycle won on points; Lieutenant Graves (Morris Cowley) and Major Kenchington (Morris Oxford) being level for the best car.

PLAN ON SPEED ROADS.

A syndicate headed by Lord Asquith has offered to build several speed roads between principal towns in England. The roads would contain two lines of traffic. No crossings would be encountered and there would be no speed limit.

LOUIS XIV MODEL.

Seen at Paris Show.

LUXURIOUS CARS.

Paris (Special)—Two outstanding exhibits at the International Automobile Salon, which opened here on October 4, in the Grand Palais, are a Louis Fourteenth Limousine mounted on the Studebaker President Eight chassis, and a "modern art" Erskine Six Royal Sedan. The two cars were specially prepared for exhibit at the Salon.

The spirit of the golden age of France has been chosen as the decorative motif for the magnificent limousine. The exterior colour scheme is blue, black and gold, with radiator, wheels, lamps and exterior hardware finished in gold.

Separating the rear compartment from the chauffeur's seat is a drop glass, below which is a cabinet of hand carved walnut containing three compartments. On the doors of the main compartment is the characteristic double "L," while the doors of the smaller compartments are embellished with a fleur de lis. There are elaborate vanity cases and specially designed dome and corner lights. The ornate interior, designed to harmonize with the period fittings, is finished in soft rose gold. Silk window shades are mounted on rollers concealed in the cornice.

In the Erskine Royal Sedan, Studebaker is the first to apply the modern art motif to the design of a motor car. The beauty of the body lines is strikingly emphasized by the daring finish of French violet, silver and lustrous black lacquer. Hood, cowl and body panels are in a light shade of violet. Visor, roof and rear quarter are finished in silver, as are the wire wheels. The most striking feature of the colour scheme is the handling of the body belt and running board apron, which are finished in two shades of violet, and carry an irregular modern art motif.

The interior is in keeping with the extreme modernity of the exterior. The lounge seats in both front and rear compartments are covered with brilliant tapestry of futuristic design, which is also used on the heavily upholstered arm rests flanking the rear seat. The rich effect of the patterned tapestry of the seats is carried further in the sheen of a silver tapestry in the ceiling and sidewalls.

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INSURANCE CO. LTD.

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(Under the auspices of the Automobile Association)

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GILLET D'ERSTAL

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THE FRENCH MOTOR CYCLE CO.

46, NATHAN ROAD, KOWLOON.

WORLD'S BIGGEST. FOILING CAR THIEF.

Dunlop's Mills.

New extensions of the Dunlop cotton mills at Rochdale in Lancashire now make these the largest in the world under one roof. They have—

35 acres of floor space;
286,400 spinning spindles;
100,000 doubling spindles;
3,000 workers (at the least);
14,000 h.p. of electricity.

Every week 1,100 miles of cotton are turned into half-a-million

Driver Takes Wheel.

Car thieving is prevalent in all countries, but a racing driver in the Malay States has a good way of beating the thieves. After winning a prize in a recent speed trial in a Ford car the driver took the steering wheel off and carried it with him when he went to receive his trophy.

lbs. of yarn which is doubled and made into cord for Dunlop products, chiefly tyres.

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THE LEADING EXPONENTS

ECONOMICAL ROAD TRANSPORT

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PASSENGER OMNIBUSES

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MOTOR FREIGHT VEHICLES

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CENTURY SIX

Will Last through the Years

The Century Six is the motor car built for permanency. This new type motor car has style, and a distinctive personality. It is smart. It has ultra-modern beauty. And the firmly wrought, thorough-bred motor will absorb years and years of strenuous usage.

When you purchase a "Century Six" you acquire something permanent. It is a motor car you will always be proud of. Its full-hearted power, like its beauty, is a built-in feature.

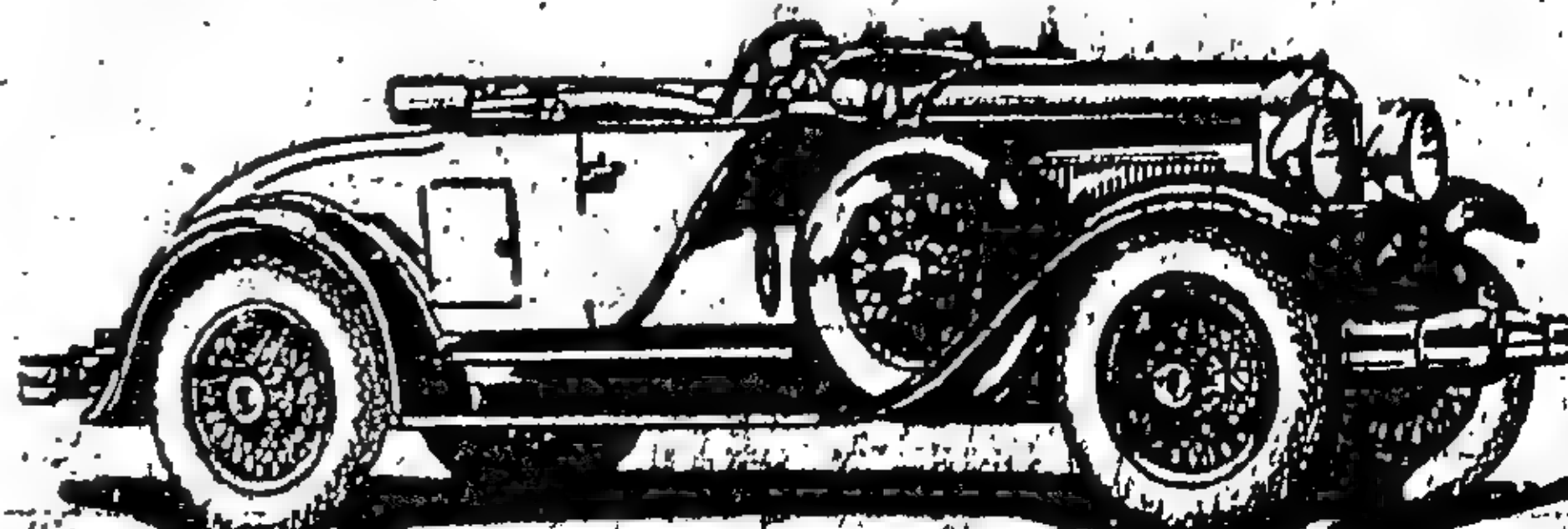
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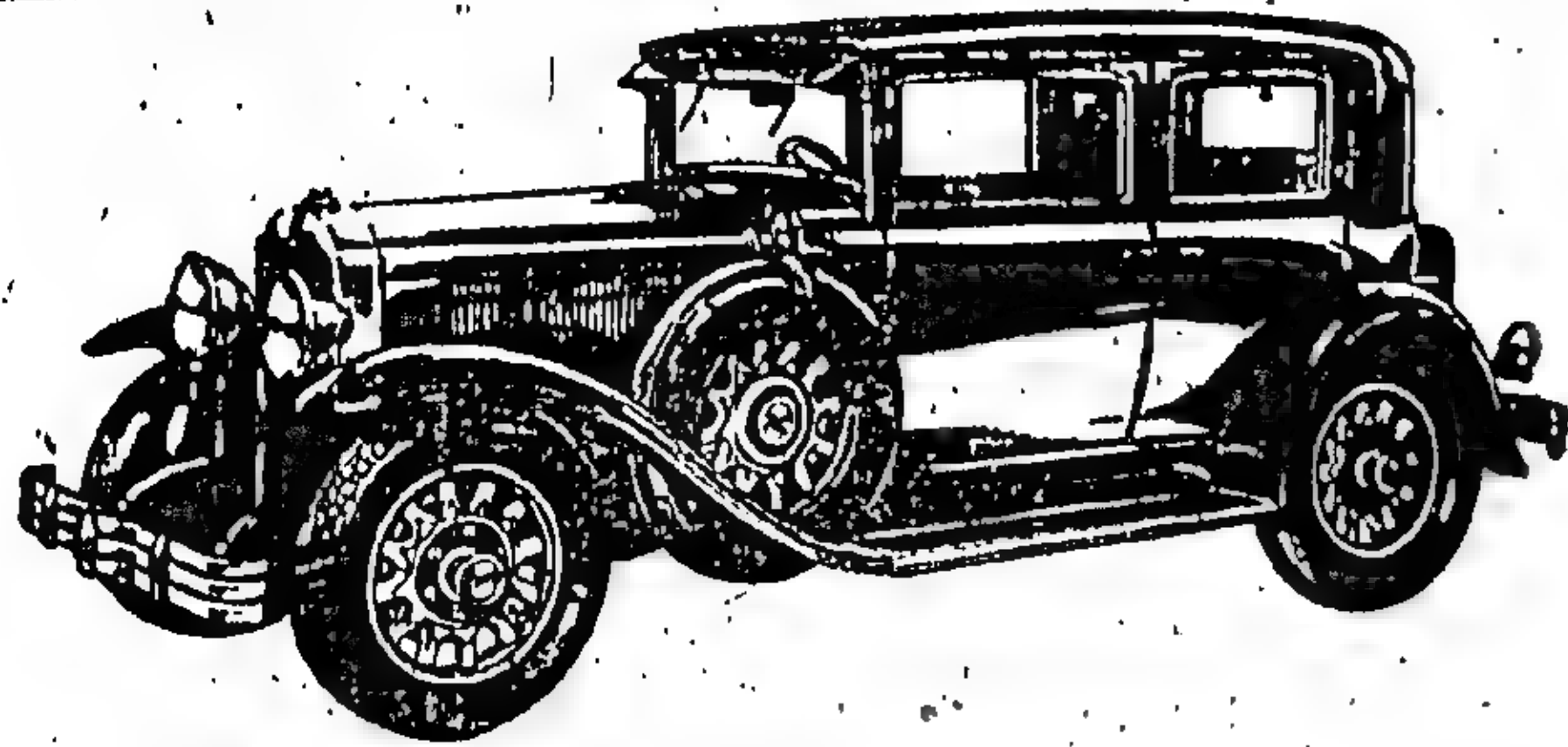
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Because it's *new* Because it's individual Because it's the most *beautiful automobile of the day*, this new Buick . . . the car of cars is enjoying the year of years



THE NEW BUICK
IS THE NEW STYLE

Drawing the greatest crowds—winning the most enthusiastic praise—rolling up the biggest demand in all fine-car history—the Silver Anniversary Buick with New Masterpiece Bodies by Fisher is scoring the most sensational success ever won by any new quality car!

Millions of spectators thronging Buick showrooms in all parts of the country! Tens of thousands enthusiastically placing their orders for this Buick of Buicks and car of cars!

And all because it is not only a leading engineering achievement of the past twenty-five years—embodying performance abilities unmatched anywhere in the world—but also because it ushers in an entirely new

style—a fascinating new mode—of automotive beauty and luxury!

The motorists of America "looked to the leader for leadership" in automotive design. Buick answered with this epic car, setting entirely new standards of style, beauty, and comfort, as well as of dashing performance. And the public is responding with overwhelming demand—a demand that has forced the great Buick factory to production levels unprecedented in its entire history!

THE SILVER ANNIVERSARY

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WITH MASTERPIECE BODIES BY FISHER

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

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WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM.

FIFTY YEARS HENCE.

(By Sir Herbert Austin, K.B.E.)

Sir Herbert Austin is head of the world famous Austin Motor Company whose "Austin Seven" has done much to cheapen and popularize motoring in recent years. In this article, Sir Herbert, whilst refusing to go too deep into the realms of prophecy, deals with motoring in 1978.

The present state of motoring is the result of years of constant endeavour on the part of pioneers and manufacturers, and yet in general principle the vehicles we have to-day are the same as we started with, say, 40 years ago. They are faster, less costly to run, and in every way more pleasant to use, but they still remain much as they were at the end of the last century—an internal combustion engine under a bonnet in front, driving the rear axle through a clutch change-speed gearbox and steering of the Ackermann type.

The chief changes from an appearance and comfort point of view are in the carriage work, which it seems has now got down to stereotyped forms. The electric vehicle—except as used in confined areas in the shape of trackless trams—has practically disappeared, in spite of all the great hopes that have at various times been put forward. The steam car has had the same fate. The petrol driven vehicle stands supreme to-day. Can it survive, and if so will it keep its present form for 50 more years?

Let us look at the question from a practical standpoint. It is reasonable to suppose that the cities and towns will get bigger and bigger and that people will continue to congregate in confined areas, making traffic congestion so serious as to render some changes necessary. It will be no pleasure to motor in these cities and towns, and even in many of the highways, as we do at present, 50 years hence. There will be more communal travelling on fast and silent running vehicles, many of which will be of the trackless tram type, using electric current from overhead wires and avoiding the unhealthy exhaust fumes that at present vitiate our atmosphere.

Those vehicles which need freedom of movement and do not use electric energy will be possible only on the country roads, and will have means for neutralizing the exhaust gases where internal combustion motors are the propelling medium. The desire for rushing about from one place to another will have worn off to a large extent, and the mass of the people will have other interests to occupy their time. If they find it necessary to go to any particular point they will get into one of the vehicles passing their door at regular intervals and for one-tenth

of the cost, and with far less risk will arrive at their destination in the minimum of time.

Fifty years is a long time to look ahead in the direction of mechanical development, and judging by what has happened in the last 50 years, we can expect to see—those of us who are alive at that date—many changes and big improvements, but they will not all be in motors or motoring. By that time every family should have its own house to live in, of such a size and type as will warrant a pride in the possession of it. They will have seen all the interesting spots throughout the country many times, and the temptation to stop at home will be more and more forceful. This tendency will concentrate attention on development in other directions. Aviation will provide new thrills and excitement. Journeys to foreign countries by air will be a matter of everyday occurrence, and there will be a greater interchange of visitors, especially when we have evolved a universal language, which is one of the biggest deterrents at the present time to foreign travel.

The immediate future will not bring forward the vehicle we shall probably use 50 years hence, chiefly because the present manufacturing interests could not provide for radical changes even if they were appreciated, and we knew what the future would bring forth.

Our present automobiles are reasonably satisfactory, and while improvements and changes are a matter of everyday occurrence, we are not likely to see for some time such alterations in design as will make them out of date, either in appearance or performance.

If some magician would sell me the knowledge of what would be the type of vehicle we shall use in 50 years time, I would be prepared to pay him a big lump sum down and a substantial part of the big profits I should be able to make with the knowledge, but as things are at the moment I have to be content to know what is going to be the type for next year, and I expect this is the position with most other manufacturers in the world to-day. We all have our "day dreams," but the exigencies of trade generally are sufficiently exacting to keep us from doing much gambling on "futures."



It's the Casing that Counts!

The casing of a tyre is hidden, but upon it largely depends the service you get.

The Casings of

DUNLOP CORD TYRES

are built up from cotton material produced in the vast Dunlop Cotton Mills—to tyre experts' specifications. Correct balance between the tough Dunlop Tread and the Dunlop Casing makes a perfect Cover.

For maximum miles specify

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LANCIA PLANT IN U.S.

HEADLIGHT STATION.

Lancia Motors, the Italian auto manufacturers, will begin production of a large V-eight car in this country. The consulting engineer of the company is Ralph DePalma, famous racing driver.

An automobile headlight-testing station to measure headlights as set by state regulations has been installed in Chicago. It is the first one in Illinois.



The Christmas Gift for the Entire Family

Be good to yourself and your family. Buy an automobile for Christmas to be enjoyed for months and years to come.

WHAT A CHOICE!

STUDEBAKER, ERSKINE, MORRIS, CHEVROLET.

COME IN AT ONCE FOR A DEMONSTRATION AND ARRANGE FOR US TO DELIVER ONE

ON CHRISTMAS MORNING.

We have a number of used cars on hand at bargain prices.

THE HONGKONG HOTEL GARAGE.



1929 PREDICTIONS.

European Car With Front Wheel Drive.

INNOVATIONS FOR NEW YORK SHOW.

When the new automobiles are appraised next January in the inaugural show for 1929 at New York, at least two outstanding features will be noticed.

One will be the introduction of a European manufacturer into American operation and sales. The other will be the application of the front wheel drive to popular use.

Neither of these, to be sure, is new. But they are given a popu-

lar slant for the first time in American automotive history. The European car, the Lancia, will be the second to make its American debut so far as actual production here, in addition to its sales, goes. The Rolls-Royce, fine English car, was the first.

The Lancia will also sell in the high price field, although not so exclusively as the Rolls-Royce. It would be a costly error on the part of any European manufac-

turer to come to this country and try to compete with our mass producers of average or low priced cars. So they wisely stay in the exclusive field where demand for the European products is most likely.

Front Drive Will Appeal.

Perhaps more success will come to the American Lancia than to the new type of two or front wheel drive car, next year. But the automotive world will follow with keen interest the introduction of this type of drive for popular use. It has shown its mettle at the various auto races and is upheld in principle by some of the greatest engineers of the country.

What it will do in the hands of an unmechanical driver, however, is another question. It is still experimental and it is too revolutionary to appeal to most of us. We are satisfied to sit at the side lines and watch its performance by others. Engineers, however, predict its success.

Outside of these innovations, the next auto show will reveal the type of improvements that might be expected in engine and body from year to year. Some of these, from a cursory survey of 1929 models already announced, are:

Higher Power General.

1. General adoption of high compression engines.

2. Thermostatically controlled carburetors to keep volume and temperature of mixture more nearly uniform.

3. More general adoption of fuel pump and vacuum pump.

4. Improved manifold for an even distribution of fuel.

5. Greater valve lifts for freer and quicker passage of the mixture into and out of the combustion chamber.

6. Improved cooling system due to greater heat from higher compression.

7. Eight-cylinder cars of less costly type.

New Type Spark Plugs.

8. Metric spark plug for high compression and carbon proof plug for city driving.

9. Increased engine displacement and greater engine power.

10. General adoption of chromium plating.

In addition to these there are the expected improvements on the various parts of the car, occasioned by experiences of auto owners with past models. Thus the fuel and oil filters, the air cleaner, the clutch, the brake and other important features of the car have undergone a change for the better. Nothing, however, has been done to consider exceptional.

As for the body, the most pronounced change to be noted next year perhaps will be its increased width on the same wheel tread. Two models already announced as having been widened are the Buick and Oakland. Others are expected to follow.

NEW FIAT.

Three Standard Body Types.

KNOWN AS "521."

The success of the six cylinder "520" Fiat has created a demand for a similar car of greater seating capacity. This demand has been met by the new model "521" which seats seven passengers as against the five accommodated by the "520" model. Although already in production, this model, which is not intended in any way as a substitute of the earlier one, has been shown at the Paris Salon.

In general design the new model is similar to the smaller one, but as befits a seven-seater, the engine is more powerful, being 2½ litres capacity instead of 2½, and the frame is correspondingly longer and heavier. Besides these fundamental changes, the new car embodies all those later improvements suggested by the experience gained with model "520." In outward appearance, too, the newer model has been somewhat improved, the radiator having been made higher, giving a more handsome line to the whole car.

The engine is, as in the "520," a six-cylinder side valve unit, but follows more closely the design of the famous aero engines which in the course of the current year have won for Italy most of the world's aeroplane records. Various improvements have been effected in the lubrication, the dynamo, ignition, and in the petrol feeding system. The capacity of the autovac tank has been increased as was also that of the main tank. A petrol gauge has been added with a dashboard reading. The brakes and the clutch have also come in for attention. Small but important improvements have also been made in the body work, particularly as regards window winders, locks, etc.

Three standard types of body are furnished on this chassis, open Tourer, Weymann Saloon and Town Coupe, all of which accommodate seven passengers facing forward, two on folding occasional seats. The Tourer has a one-piece adjustable windscreen with an automatic wiper, a double extension hood with rear light and leather cover. The two spare wheels are lodged, one on either side, in wells, and all tools and accessories are stowed under the front seat and under the bonnet, thus doing away with the usual tool-boxes on the running boards, which would otherwise detract from the neat, flowing lines of the body.

The seven-seater Weymann Saloon has four doors and six windows, three on either side, besides an ample rear light. A tinted sun visor is fitted above the windscreen. The Town Coupe can comfortably accommodate five passengers inside and one outside beside the driver. The glass of the rear light is adjustable, as are also the door windows. The front of the car is closed by a sliding glass partition made in two halves, whilst communication with the driver is facilitated by the installation of an electric telephone.

All "521" cars are furnished with polished steel disc wheels, lined in colours to match the body colours. This latest model reflects the greatest credit upon its designers and builders.

ANOTHER RECORD.

Melbourne to Sydney.

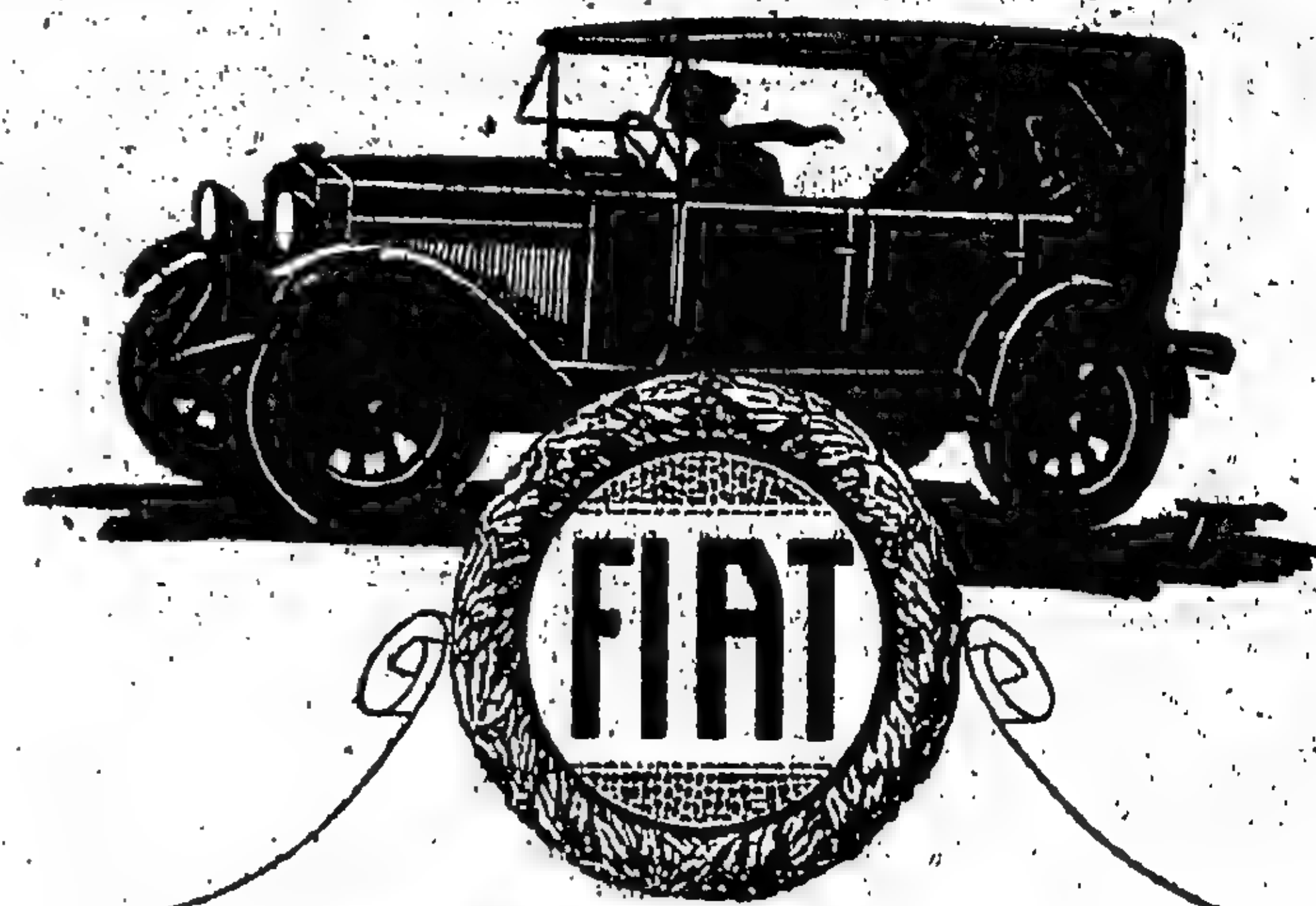
B.S.A. TOP GEAR RUN.

On Monday, November 5, Alex. Finlay, mounted on 1929 3½ h.p. "B.S.A." twin port motor cycle and sidecar, with passenger, left Melbourne Post Office at 5.10 a.m. for Sydney to establish a record for this class of machine. He arrived in Sydney at 9.58, completing the journey in 16 hours 48 minutes, which is now a record.

One of the outstanding features of Finlay's record is the fact that his machine was officially sealed in top gear, and the weight of Finlay and his passenger amounted to 26st. 8lb. without luggage.

Finlay was met in Sydney by Mr. Goodwin, secretary of the A.C.U., and the sealing of his gear was found to be intact. He stayed in Sydney until a quarter to 1 of the following morning, when he returned to Melbourne (with his machine still sealed in top gear), arriving there at 12 o'clock. This is certainly a wonderful performance for such a small horse-powered machine, proving its reliability.

Alex. Finlay proposes to attempt a 24-hours road record in Victoria within the next few weeks, and judging from the condition in which he arrived in Sydney, there is no doubt that he should be successful in winning through. Alex. Finlay used Golden Fleece oil and Shell spirit, and his machine was shod with Dunlop tyres.



a Car for Christmas

NO BETTER CHOICE THAN FIAT.

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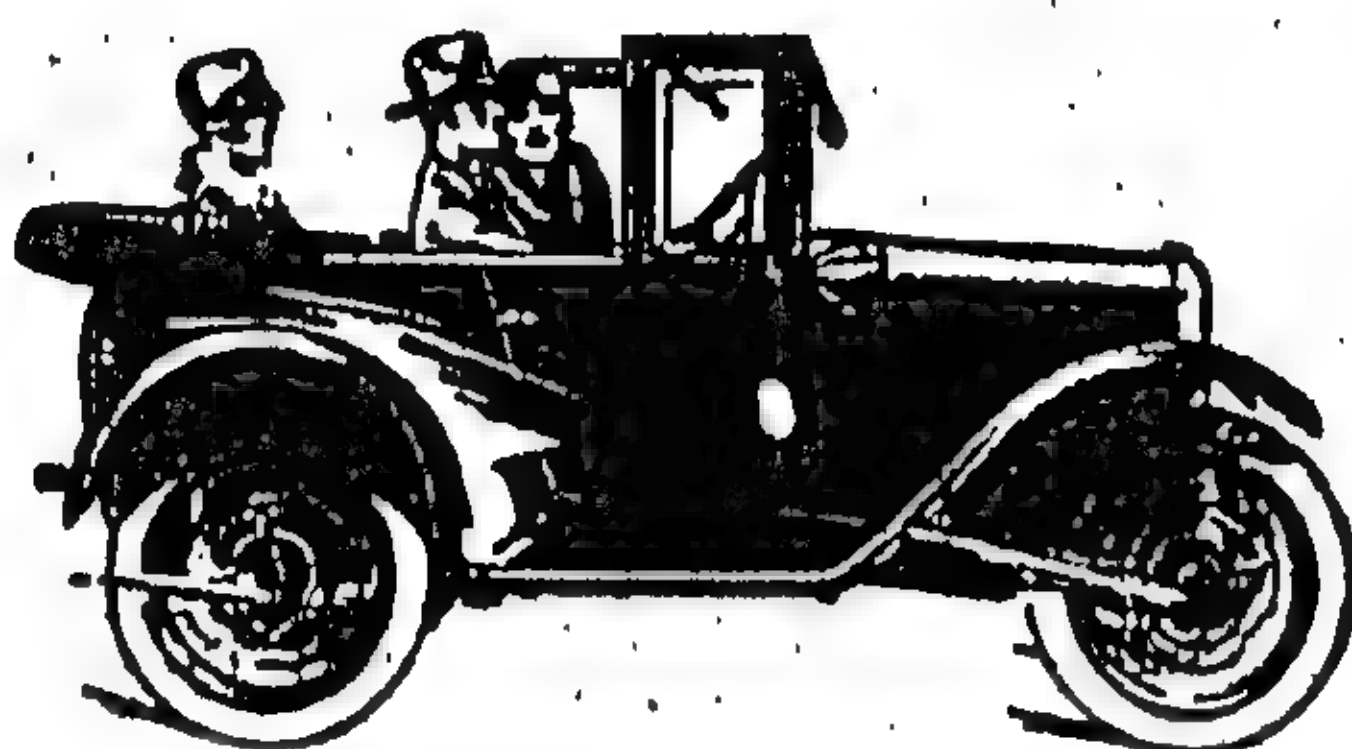
PERPETUAL PLEASURE!

Trial runs willingly arranged

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A FINE X'MAS GIFT

FOR WIFE—DAUGHTER
OR SWEETHEART.

AUSTIN SEVEN

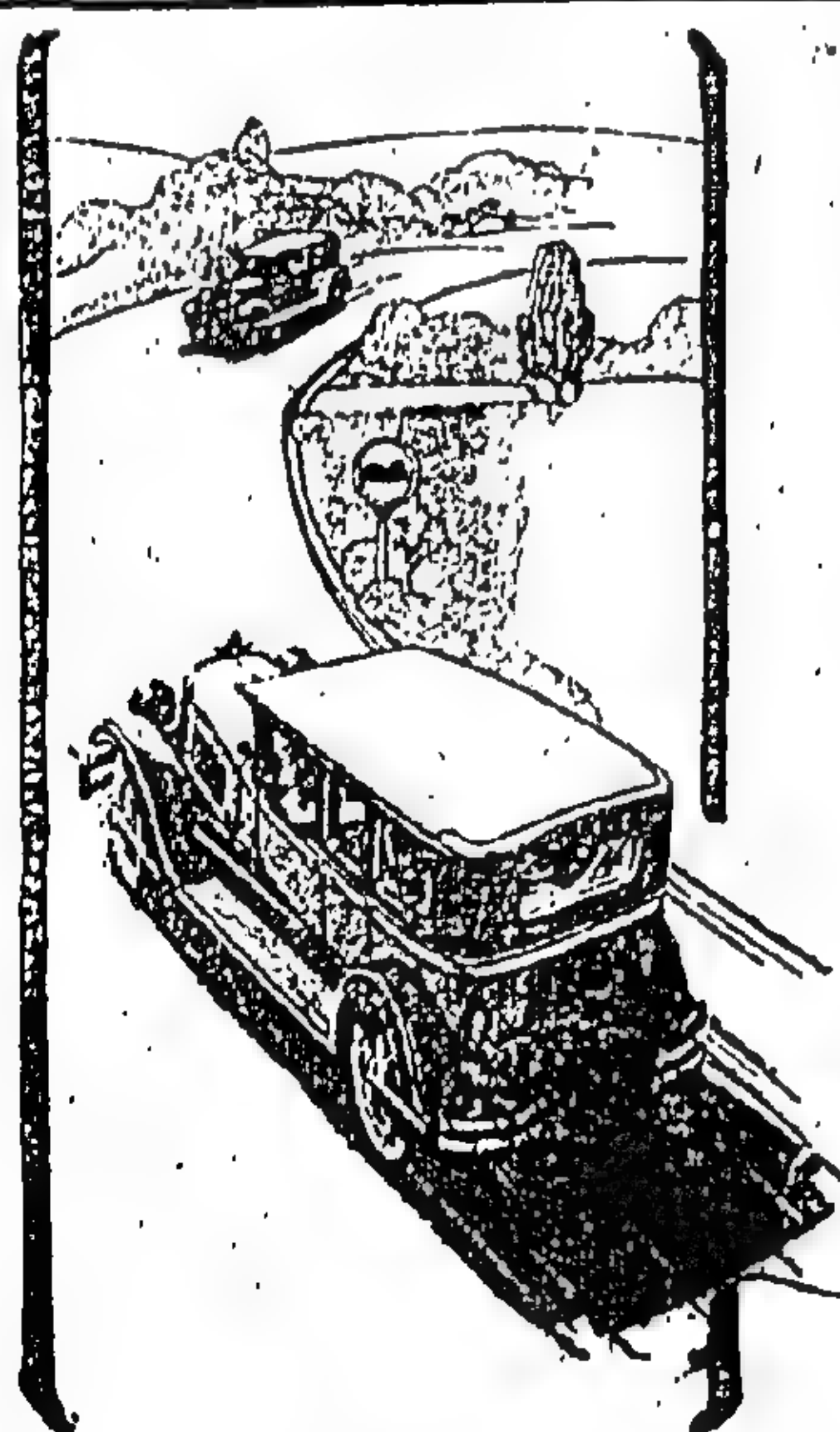
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NEW KOWLOON SHOWROOM.

Why changed motoring conditions demand the use of quality oil



No. 8

The new dangers of—"Light"—"Medium"—"Heavy"

Change! Change! Change! In the past few years motorcar design has changed rapidly.

To-day nearly everyone wants a high-speed engine. Operating temperatures have increased. Better roads invite faster average travel. These changes put an added strain on your oil. They call for the use of highest quality oil.

No longer can you use "good enough" oils. No longer can you run the risk of merely asking for "Light"—"Medium"—or "Heavy" oil.

If you want genuine safety in your lubrication, here is the one sure way to get it. Look up the grade of Gargoyle Mobiloil recommended for your car in the Mobiloil Chart.

Then always ask for it by the full name—Mobiloil "E," Mobiloil "A," "Mobiloil "B," Mobiloil "BB," Mobiloil "C," Mobiloil "CC."

Mobiloil
Make the choice your guide
The World's Quality Oil

VACUUM OIL COMPANY

BARGAINS IN USED CARS

FIVE SPECIAL OFFERS.

STUDEBAKER STANDARD 6	Touring Car 1921 Model, 5-seater 27.54 h.p. Owner Driven, Mileage 8,397.....	H.K. \$1,500.00
MORRIS OXFORD	Touring Car 1924 Model, 5-seater 18.9 h.p. Owner Driven, Mileage 18,000.....	H.K. \$1,000.00
MORRIS COWLEY	Touring Car 1925 Model, 5-seater 11.9 h.p. Owner Driven, Mileage 10,127.....	H.K. \$800.00
MORRIS COWLEY	Touring Car 1924 Model, 5-seater 11.9 h.p. Owner Driven, Mileage 15,000.....	H.K. \$600.00
STUDEBAKER LIGHT 6	Touring Car 1922 Model, 5-seater 25 h.p. Owner Driven, Mileage 23,000.....	H.K. \$500.00

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MORE NEW MOTOR FUELS.

Experiments Made in Switzerland.

BENZINE & ALCOHOL.

The "Automobil Revue" in Switzerland and the leading newspapers are devoting long articles to the new kinds of fuel for motor-cars, which have just been tested on the Jaun-pass with very satisfactory results, and may one day replace petrol. The Pyrethra Department of the War Office, after some not very successful trials with charcoal gas, so-called gasogen, which is enjoying some favour in the French army, is now employing a mixture of benzine and alcohol.

The trial races on the Jaun-pass were satisfactory, though the ninety drivers who took part in them were surprised by this new fuel, whose qualities were kept secret

from them, so that they could not even adapt their carburetors to it. The Military Authorities intend to reserve this produce for military purposes. They are satisfied that in times of emergency it would be possible to eke out the available supply of petrol, so that it would last three or four times its ordinary length of time.

Another Fuel.

But even more satisfactory results were obtained by another fuel, which has been produced by the Martini Motor Works at St. Blaise. Its inventor is Director Stelger, of the said works, and it is called "Stelger-Brennstoff," after him. Of course, all details regarding its composition and manufacture are kept secret. But it is known that it is alcohol in a solid form, which is dissolved into gas by the simple process of adding water. The carburetor is of a special construction. It contains no benzine or benzol at all, so that it can be Swiss-made throughout, and would make Switzerland independent of any foreign oil-fields. Its efficiency surpasses that of benzine by 20 per cent. Another advantage is that it burns up completely, leaving not a trace of

HARLEY SUCCESSES.

In the 24 hours reliability conducted by the Brisbane M.C.C. on October 27 and 28, H. Wacker and G. Franklin, both riding Harley Davidson outfits, tied for first place with full points.

The winners of the teams prize were: H. Wacker, G. Franklin and E. Odum, all riding Harleys, with 1,149 points out of 1,150.

Another good performance was put up by L. Fitzgerald, a novice rider, who gained 493 points out of 500.

Swiss motorist circles are taking great interest in this Stelger-Brennstoff, which is expected to bring about some changes. For the present, it will not yet appear on the market. First of all the possibilities of its manufacture must be tried out and patented.

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English goggles
just arrived.
Safeguard your eyes whilst
motoring, against accidents.
Excellent English made
frames, full protection, re-
asonable prices.

LAZARUS THE OPTICIAN.

LIGHTS AT CROSSING.

A means to eliminate railroad
crossing accidents in Michigan
has been made public by Frank F.
Rogers, state highway commission-
er. The plan is to equip each
crossing with flood lights so that
at night approaching trains can
easily be seen.

ACROSS AMERICA.

3,772 Miles in 76 Hours.

SALESMAN'S BUSINESS TRIP.

Finding it necessary for business
reasons to drive his own car from
Los Angeles to New York, a sales-
man set out with a friend in a
Dodge Brothers' Victory Six, which
had already covered 12,427 miles.
Usually a good deal of preparation
is made for such a run, but the
business was urgent and they had
to start without delay. They took
turns at the wheel during the
arduous run.

Up and down mountain roads,
across deserts, through mud and
rain and in city traffic with thrills
and hair raising adventures thrown
in, the pair carried on.

Forced off a mountain road in
Arizona in a collision with an ap-
proaching car their car was dam-
aged to the extent of a caved in
body, broken windshield, bent front
axle and steering gear, and dam-
aged front brakes. Surveying
their plight, the two men uninjured,
agreed that the all steel two wall-
ed body had saved their lives. The
car proceeded under its own power
to Kingman, Ariz., where a Dodge
dealer effected emergency repairs
without replacements and mainly
with a sledge hammer.

This accident cost them three
hours in time. In Kansas the
drivers were again delayed by
flooded roads and a 90 miles detour
was necessary. At one time it
rained so hard that they discon-
nected the fan to prevent it from
throwing water over the engine.
Stops were made six times en route
for changing and replacing tyres.

Arrived at last in New York,
the speedometer reading showed
they had negotiated 3,772 miles at
an average of 43 miles per hour;
outrunning the fastest transcon-
tinental trains by more than seven
hours.

The companions speaking of the
event later said: "We kept the
accelerator down all the way and
put our faith in the car. We owe
our lives to the body construction
of the Victory Six—in our opinion
the finest car in America, regard-
less of price."

BY THE WAY



NEVER wear good gloves when
testing the battery with a
hydrometer or when filling
it with water. Acid that splashes
upon the leather quickly eats it to
shreds and once it gets a start
there is no stopping it until the
whole glove is worthless.

IN the Queen's Race at Bula-
wayo, recently, W. S. Mitchell
on his 346 c.c. Twin-Port New-
Hudson made the fastest time in
his class and broke the record for
the course.

"LISTEN," remarked the
exasperated driver, over
his shoulder, Lindbergh
got to Paris without any advice
from the back seat."

TO make a temporary repair to
a broken petrol pipe, secure
a potato, force one end of the
broken pipe into the vegetable, to
make a hole right through, being
careful to take the potato out of
the pipe. Then bring the broken
ends of the pipe together and slide
the potato over, making a sleeve
of it. This tip will see you home.

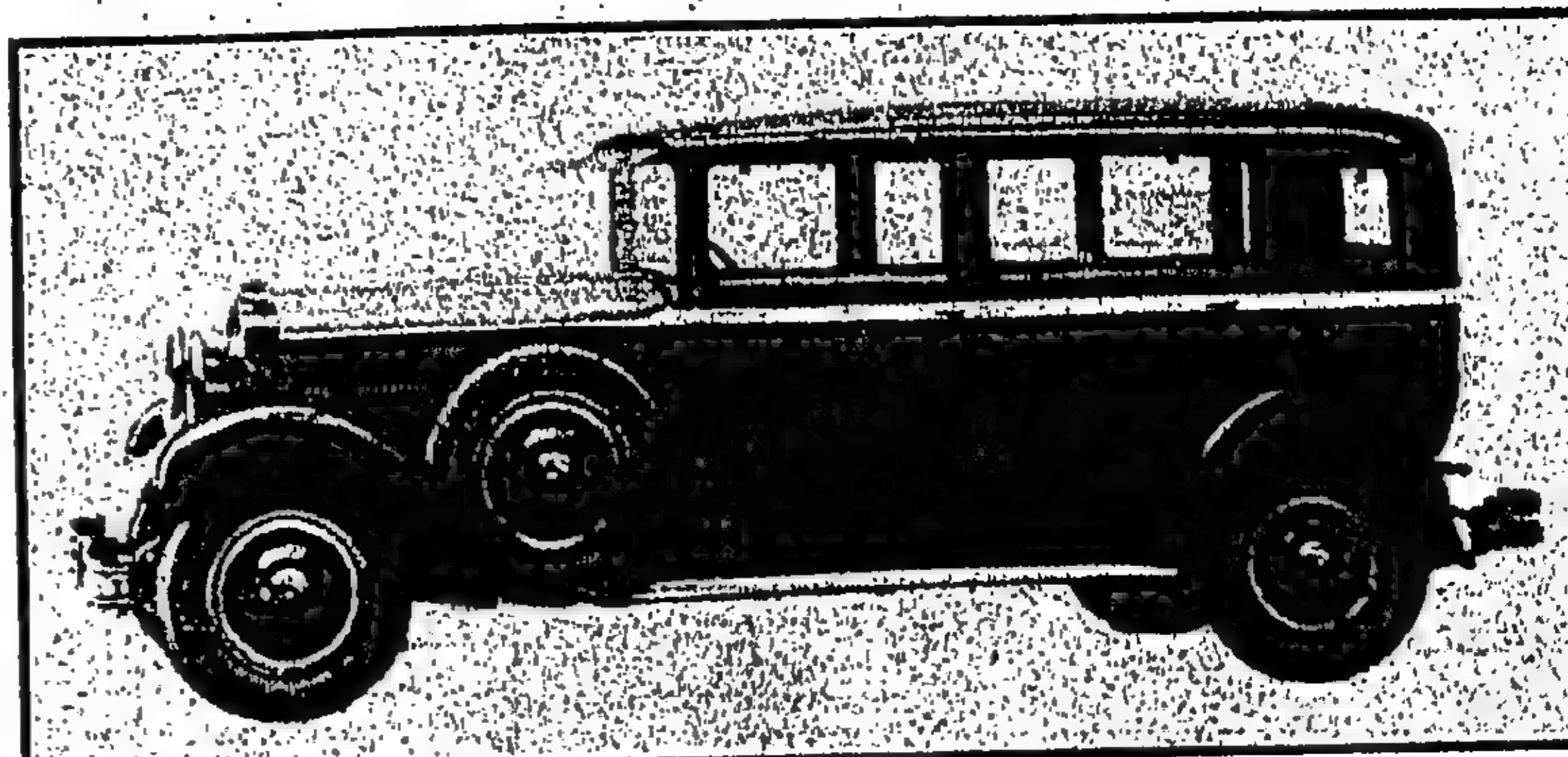
THROUGH a ruling by the South
Carolina state supreme court,
gasoline cannot be sold in that
state on Sunday. This law grew
out of the old Sunday "blue laws"
of South Carolina.

"MY wife has run away with
a man in my car!"
"Good heavens! Not
your new car?"

THE present automobile is 250
per cent. better than the motor
car in vogue before. The
World War, according to W. L.
Velle, Jr., vice president of the
Velle Motor Corporation. Besides,
he says, the present car of \$1,200
is as good as the car of 12 years
ago costing \$4,000 or \$5,000.

A DIFFERENT kind of an
automobile race is suggested
by Ettore Bugatti, French
motor car manufacturer. He sug-
gests that a number of well known
racing drivers be equipped with
exactly the same type car and the
winner will prove himself the best
driver.

THE NEW BERLINA WEYMANN FIAT SALOON "521."



The above picture is of one of the new products of the famous Fiat Factory—the
Berlina Weymann "521."

AUTOMATIC GEARS. No Gear Lever Or Clutch.

INFINITE RATIOS.

[By a Motoring Correspondent.]

I recently drove what can
honestly be described as "a dream
car."

The exterior appearance of the
car was that of a perfectly normal
little "Gwynne 8," but the first
thing that struck one on getting
into the driving seat was the
absence of a clutch pedal and gear
lever. To start all one did was
to press the accelerator pedal and
the car accelerated smoothly and
quickly, while to stop one simply
pressed the brake pedal.

The car, in fact, had neither
gear box nor clutch in the ordinary
sense of the word, as it was fitted
with the Robertson Automatic
Variable Speed Gear, a British
invention, which, in fact, abolishes
all need for gear-changing and for
the use of a clutch.

Briefly stated, the gear is a
friction one, and is controlled by
a governor. As the engine speed
increases, the governor weights
which are inside the engine fly-
wheel, fly outwards, and through
cams and a conical friction sur-
face the gear ratio is altered in
conformity with the speed of the
engine.

The result is that an infinitely
variable automatic gear is obtain-
ed. In addition an automatic

clutch connected with the
governor puts the engine to neu-
tral, when it is just turning over.
To drive a car fitted with this
gear is then simplicity itself. All
one has to do to start is to press
the accelerator pedal and the car
glides away, the gear automatical-
ly going higher as the speed of the
engine increases.

For those who cannot deal with
the intricacies of the conventional
gear box, a car fitted with this in-
vention is therefore ideal, to men-
tion nothing of the mechanical
advantages.

"Joy Stick" Control.

I can hear, however, grumbles
from the gear-box experts who like
to change down, and who look upon
correct gear manipulation as a
relief to the general monotony of
driving. Now, as a matter of fact,
they need have no fear, as with
this invention the manufacturers
have thoughtfully provided a con-
trol, which they call the "joy
stick," whereby it is possible to
alter or hold the gear in any po-
sition desired. This is a simple
lever, like an ordinary brake lever,
and to lower the gear ratio the
driver simply pulls it towards him,
while to allow the engine to
operate it automatically he pushes
it away. He can, therefore,
change down at any speed through
an infinite number of ratios, either
using his engine as a brake, or if
he wants sustained and fierce
acceleration up hill he can keep
the gear down longer than the
automatic gear would allow.

On the test that I made of this
invention I found that with the

little engine really amazing acce-
leration figures could be attained.
The car would shoot away in
traffic from far more powerful
vehicles, no time being lost in gear
changing.

It could be started away smooth-
ly from a standstill on any
gradient, and it was impossible to
stall the engine, as directly it had
got down to the idling speed the
gear was automatically in neutral,
or free. Again, when going down-
hill, the engine could be used as
a brake by simply pulling back the
joy stick, and this would hold the
car on almost any gradient.

The gear is at present made for
small cars, but sets are being made
for larger vehicles, and one for a
tank of 20 tons weight. Not only
should it have great possibilities
for the ordinary driver, but it
should also be of great service in
racing cars.

Friction Linings.

I cannot conceive how any car
would live with an ordinary gear
box when pitted against a similar
engined vehicle with the R.A.V.S.
gear in a race, however skilful the
driver, as with the friction gear
the speed of changing the infinite
number of ratios is so much
greater.

I was told that on the car con-
cerned the friction linings had not
been renewed for 30,000 miles, and
even should wear take place the
linings are easily replaced at a
small cost. It is also stated that
the R.A.V.S. gear is cheaper to
make than an ordinary gear box
and can be removed or fitted to
the car in a few minutes.—Ex.

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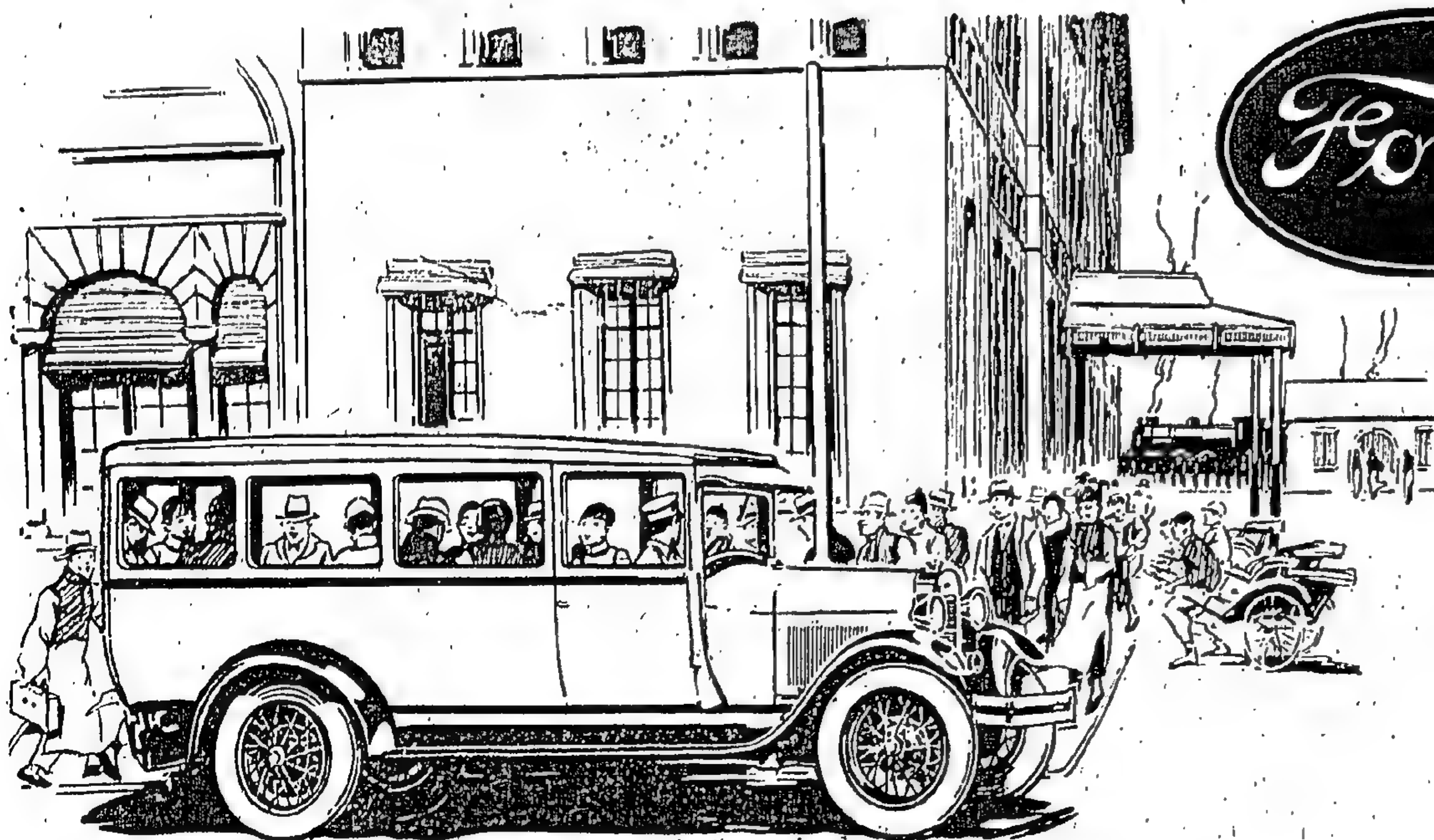
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FROM the day the new Ford truck was first introduced,
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THEY saw in the new Ford truck the means of hauling
heavy loads long distances in a short time at a low cost.

THEY knew that the 40 horse-power engine would move
large heavy loads with required speed. They were im-
pressed with the lubricating system combining gravity,
splash and oil pump; the simple and efficient ignition
system, the water pump and the gravity fuel feed from
the electrically welded gasoline tank built integral with
the cowl.

THEY approved the heavy frame with five heavy cross
members, the torque tube drive, the three-quarter float-
ing rear axle, the four-wheel brakes, the selective sliding
gear transmission, and the rigid new Ford steel-spoke
truck wheels.

SIMILARLY, they recognized the fine practical design
of the front spring suspension developed especially for
heavy loads and yet with the desired flexibility, (Hou-
daille hydraulic shock absorbers help materially to relieve
the strain on rough roads) and the full sturdy cantilever
spring on each side at the rear—an innovation in rear
spring suspension on trucks.

IN going over its many interesting features you also
will see that here is an entirely new Ford truck—new
from radiator to tail-light. New in design. New in con-
struction. New in everything which is summed up in
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FORD MOTOR COMPANY EXPORTS INC.
SHANGHAI.

"TOM JONES" A BIG SUCCESS.

COLOURFUL OPERA BY THE PHILHARMONIC SOCIETY.

FINELY PRODUCED.

After a much shorter period for preparation than usual, the Hongkong Philharmonic Society staged its production of "Tom Jones," at the Theatre Royal last night and scored an unqualified success. A large audience witnessed the performance and saw what can confidently be described as one of the best pieces the Society has put on the boards. This is rendered all the more meritorious when it is remembered that whereas rehearsals usually commence in August, this year they were not started until nearly the middle of October, owing to the assistance that was given at the Grand Tattoo. This shortened period of training put a heavy burden on all concerned, but the high standard of the finished production amply repays them for their efforts.

In lavish settings of Old England, this comic opera was a happy choice, but it was by no means easy to produce. An attractive feature is the music which is very charming. The vocal numbers are delightful in their old-fashioned melody.

The scenery, which is more elaborate than the Society has ever put on before, reflects the greatest credit on those responsible, while the costumes and dresses make a strikingly colourful picture.

The chorus is, on the whole, good, and such defects as were apparent will no doubt be remedied in subsequent performances.

The Principals.

All the principal parts are acted in a manner which does the utmost credit to those taking the various roles. As in former years, Mr. A. J. Brock is well to the fore, this time appearing as a fine old English gentleman, Squire Western of Somersetshire. Bluff and hearty with a British appetite for good ale, but possessed of a fiery temper which provoked, he gives an exceptionally fine rendering. He made a great hit with the song "On a January Morning," supported by the chorus, singing the words with an excellent Somersetshire accent.

The part of Squire Western's sister is taken by Mrs. L. C. F. Bellamy, who is delightful in her dignified frigidity. This role, which is by no means easy to play, is ably filled, for Mrs. Bellamy uses just the right degree of sharpness and puritanism to make her part realistic. Mrs. Bellamy also takes the part of Lady Bellaston (a lady of quality) and a kind woman to Squire Western, which she performs with equal skill.

Mrs. A. M. Bowes-Smith is the Squire's daughter, Sophia, is the heroine. A good deal of real acting is required in the part, especially in any instance when her father is trying to force her to marry a man she does not love. In this dramatic scene she is at her best and does full justice to the part, while in the love-making episodes she skillfully reflects the correct degree of coyness, and shyness. As one would expect with such a popular local singer, she figures prominently in the vocal numbers, singing besides two solos, in a trio, and a madrigal, as well as one song with the chorus. She was particularly good in the trio "Wisdom Says Festina Lente" and the solo "Dream o' Day III," which was very sweetly rendered.

Opposite her plays Mr. D. M. Richards as Tom Jones, a founding with a fondness for the ladies until becoming acquainted with Sophia. As the much-sought-after hero who bears a reputation for breaking hearts, Mr. Richards enhances his part by the natural manner in which he acts. Sentimental in love but not afraid to use his fists (he knocks his rival down at one period) he fills a none too easy role in a polished manner. He appears in four of the vocal numbers, his first being the solo "West Country Lad" which he sang extremely well.

Tom Jones' rival, whom Squire Western wishes his daughter to marry against her will, is portrayed by Mr. E. G. Canniford as Blifil, the nephew of Mr. Allworthy, a Somersetshire Magistrate, and friend of the Squire. Blifil's somewhat heavy and dignified manner is ably maintained by Mr. Canniford who makes a success of the part.

Outstanding Success.

One of the outstanding principal ladies is undoubtedly Mrs. J. Hurst, who acts the part of Mistress Honour, maid to Sophia. With a winsome manner and a melodious voice, and a part which enables her to provide a good deal of laughter, especially in co-operation with her sweetheart, Gregory (Mr. P. Hale), Mrs. Hurst

(Continued on Page 10.)

AIRCRAFT ON ROOFS.

STARTING AND LANDING PLACES.

The more generally the aeroplane is used as a private means of transportation the greater becomes also the importance of the question of the starting and landing facilities that will have to be provided for it. As far as the purposes of regular air traffic are concerned, the big aerodromes built for it are quite sufficient, although they suffer from the disadvantage of being usually located at considerable distances from the centres of the large towns and cities.

As soon, however, as it is desired to make more extensive use of the aeroplane for the purposes of business houses, hotels, police stations, etc., it becomes imperative to have the necessary starting and landing facilities situated in more convenient localities. There is, as a rule, no ground space available in the neighbourhood of the firms, etc., concerned; so that the only possibility of providing the right kind of facilities consists in making use of the roofs of some big blocks of suitably placed houses right in the centre of the town.

Dr. Eisenlohr, a Württemberg engineer, has made the following suggestion in connexion with the foregoing:

A starting and landing platform is to be erected on the roof of a block of houses about 400 metres square. It is to be constructed of steel plates which need not be particularly thick in order to be able to carry the weight of an average aeroplane. It is to consist of a fixed centre about 120 metres square with which movable lateral platforms also about 120 metres long are to be joined, by means of hinges, on each of the four sides. The lateral platforms are to rest on supports capable of being raised or lowered by hydraulic power.

The idea underlying this construction is that, when an aeroplane wishes to land, one of the lateral platforms, i.e., the one facing the direction from which it arrives, will be lowered, whilst the opposite lateral platform will be raised, so that the machine, upon landing, has to come down on two surfaces—both of which are sloping in an upward direction—separated by a plane of level ground. On the basis of the above measurements this would mean that a landing area having an approximate length of 300 metres could be utilized.

When the machine wants to take off, the opposite procedure would have to be adopted, i.e., the machine would have to start from the highest level. The required braking effect could easily be obtained by raising or lowering the edges of the lateral platforms by about 3 to 4 metres. Their outside supports, therefore, would have to be provided with an unimpeded movable length of from 7 to 8 metres, whilst the supports situated nearer to the centre would have to be correspondingly shorter. Technically, such a construction is by no means difficult to accomplish, because the blocks of houses that are here concerned are quite capable of supporting roof gardens, and the weight, etc., of the facilities described in this article would not exceed that of the latter. The installation of a hydraulic hoisting plant would not involve any technical difficulties either.

HONGKONG IMPORTS.

PIECE GOODS MARKET VERY QUIET.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

Piece Goods.—There has been more enquiry for Cotton Piecegoods, and sales have been made of Twills, Warp Staines and Poplins, but the quantities booked are small compared with last season's purchases. Only very slight fluctuations have occurred in the price of the raw material since the last report, which stands round about the same figure.

The market is very quiet. A small trade is being done in standard qualities of White Shirtings, but firmness of Manchester prices and weak exchange check business.

Woolens.—Enquiry is broadening, but offers are anywhere from 11/15% out. Some business has been done in Indigo Serge, Wool Venetians, and Blankets. Dealers persist in the belief that prices are 10% cheaper than during last season, whereas the fact is that, although slightly lower prices are obtainable in certain lines, woolen goods in general are just as dear, if not dearer than they were last year and the Bradford market is hardening.

Cotton Yarn.—Since our last report, market has ruled very quiet, and no business of importance has taken place. Nominal quotations are as follows:—No. 10s. \$170-190, No. 12s. \$180-195, No. 16s. \$195-200, No. 20s. \$200-210. Arrivals 200 bales. Shipments nil. Sales nil. Unsold Stock 600 bales. Bargains 5,100 bales.

THE SECOND TEST MATCH.

AUSTRALIA NOT DOING TOO WELL.

YESTERDAY'S PLAY.

Australia has not made too good a start in the second Test match, which opened at Sydney yesterday. They batted all day and at the close of play were 251 for 8 wickets, with only Ironmonger left to bat, as Ponsford had retired hurt. The feature of yesterday's play was the fine bowling of Geary.

The English attack was entrusted to Tate and Larwood. The batsmen opened steadily and refused to take risks. The score mounted slowly and when 50 were on the board without the opening pair being separated it looked as if Australia was going to make a big score. However, immediately afterwards the first wicket fell, Larwood clean bowling Richardson with the score at 51. He had then made 27 and Woodfull 20 not out. Kippax joined Woodfull. The scoring remained slow. At 65 England met with further success, Geary coming on and upsetting Kippax's stumps. His contribution was 9. Woodfull had at this stage raised his score to 25.

Ponsford Hurt.

Ponsford was the newcomer and stayed with Woodfull until the luncheon interval, when the score was 69 for the loss of two wickets, Ponsford having opened his account with a couple.

There were 35,000 spectators present when the match was resumed after lunch. The score had only been advanced to 75 when Australia met with further misfortune. Ponsford, in attempting to glance a fast rising ball from Larwood, was struck on the back of the left hand which was fractured below the little finger. He retired hurt with his score at five, and will be unable to play for another two or three weeks.

A Fine Partnership.

There followed a splendid partnership, between Woodfull and Hendry. The former batted patiently and skilfully, scoring whenever opportunity offered. He was forced to go when the total was 152, getting his leg in front of a straight ball from Geary. He was at the wickets for two hours and 53 minutes for his 68 and hit four boundaries. His partnership with Hendry realised 80 runs. Hendry did not long survive Woodfull. Joined by Ryder, only another run had been added when he played over a rising ball from Geary and had his stumps shattered. His 37 included four fours, and took an hour and 22 minutes to compile.

Geary in Great Form.—Geary had been bowling in great form. He was practically unplayable and at this stage of the match had the following analysis:

O. M. R. W.
0 4 7 3
Ryder and Nothing then became associated and took the score to 163 at the tea interval, Ryder then being 4 not out and Nothing 6 not out.

Further disaster befell Australia immediately after tea, when the attendance had increased to 40,000. Ryder and Nothing had advanced the total to 171, when



Yes, I always thought this was the most beautiful time of the year.

THE FORGED NOTES CASE.

CHARGE AGAINST ONE MAN WITHDRAWN.

The case in which twelve Chinese were charged in connexion with an alleged conspiracy to utter \$50 notes of the Hongkong and Shanghai Banking Corporation (old issue) was again before Mr. R. E. Lindsell this morning, when Mr. Fitzroy, on behalf of the Crown, withdrew the charge against the 12th accused, on the ground of lack of evidence.

An application for the withdrawal of the charges against five other defendants, represented by Mr. Loseby and Mr. Grist, was opposed by the Crown, Mr. Fitzroy saying he could not consent until further evidence had been heard.

THE NANKING RIOT.

GOVERNMENT TAKING PRECAUTIONS.

Nanking, Dec. 14. The State Council this afternoon discussed yesterday's riot, in which the Foreign Minister's house was sacked. The Council condemned the action of the demonstrators, and decided that in future no public meetings would be held in Nanking without the permission of the Government authorities.—*Reuter.*

The latter was clean bowled by Larwood for eight. Ryder at this stage had scored 10.

Oldfield to the Rescue.

Ryder and Oldfield were associated in a stand which took the score to 192, when Geary made a successful l.b.w. appeal against the Australian Captain. He had batted excellently for his 25 and was at the wickets for 55 minutes, during which he hit three fours.

Another good stand was made by Oldfield and Grimmett, the former doing most of the scoring. The eighth wicket fell at 222, Grimmett being run out for nine. Oldfield continued to give a plucky display at a critical period. Blackie stayed with him until the score reached 251 when he was bowled by Geary for eight. Stumps were then drawn for the day, with Ironmonger, the remaining Australian player, still to go in.

Geary bowled exceptionally well throughout the day, claiming five wickets for only 35 runs. His analysis at present reads:

O. M. R. W.
18 5 35 5
Ponsford's hand has since been x-rayed and has revealed that one bone is broken and the possibility of another being fractured.

Australia—1st Innings:
W. M. Woodfull, l.b.w. Geary 68
V. Richardson, b Larwood 27
A. F. Kippax, b Geary 9
W. H. Ponsford, retired hurt 5
H. L. Hendry, b Geary 37
J. S. Ryder, l.b.w. Geary 25
O. E. Nothing, b Larwood 8
W. A. Oldfield, not out 40
C. V. Grimmett, run out 9
D. Blackie, b Geary 8
Extras 15

Total (for 9 wkts.) 251

H. Ironmonger to bat.

The Very Idea!

Drill will soon be taught recruits in a darkened room, and the duties of the sergeant-major will be lessened. The new instructing machine was shown recently at the headquarters of the 19th London Regiment at their drill hall, Camden Town. Among those present were General Sir Reginald B. Stephens, Director-General of the Territorial Army; Brigadier-General F. M. Montagu-Bates commanding 141st Infantry Brigade, and Lieut-Colonel R. W. Eaton, commanding the 9th London Regiment, T.A. The films can be stopped at any particular point in order to demonstrate the required movements over and over again. "There can be no doubt as to their direct value as an instructional medium," said an officer, "for by this means we are to convince the men of the errors they fall into."

Pleasure is like a sprained ankle—you have it all to yourself, but happiness is like measles—you can't have it without giving it to someone else.—Mr. J. F. Roxburgh.

If you sit down and wait for the next War, you are sitting down to wait for the destruction of civilisation, and civilisation cannot stand another War similar to the last.—Lord Cecil.

Why should four million acres of Highland territory be delivered to American millionaires to exhibit their fat white knees in and to debauch the population with their dollars?—Mr. Cunningham Graham.

Arry's Mother—"I suppose ye're gettin' a good feed for attention to the rich Smith boy?"

Doctor—"Well, yes, Why?"

Arry's Mother—"Well, I hope yer won't forget that my little Arry threw the brick what 'it him."

"If I could shingle the tongues of the people of East London I could keep the peace. There is too much tongue and too much dignity."—Mr. Cairns, the Thames magistrate.

Judge Clier at Shoreditch: A man with children should not go to a money-lender, and if one calls at the house he should turn him out with considerable force if necessary and with what bad language he likes.

"My wife does not use language out of the way for the district."—A Haggerston man at Shoreditch.

An investigation of the information contained in Burke's Peerage leads Mr. F. A. Woods to the conclusion that wealth and power do not lead, as is so often asserted, to idleness, sterility, and degeneracy. On the contrary, there are good reasons for considering aristocracy to be in many ways superior to the masses of mankind. Of 622 British peers in Burke's Peerage (1921), 334 are continuously aristocratic in the direct male line of their family trees to as early as the year 1450. Old families, then, do not become decrepit because of their old age, but in a general way families that once acquire high social position retain the high level. The author of this article in the Journal of Heredity analyses the causes which contribute to this biological stability: ambition, capacity for advancement, family pride, marriage in the same social stratum, desire to leave heirs, and so on, any or all which may be ingredients in the biological inheritance of the families concerned.

Chewing gum is the besetting sin of many Glasgow schoolboys. They do not chew gum; they sell it outside football grounds on Saturday afternoons and holidays, and this is against the law, which forbids street trading by boys under fifteen.

A dozen frightened boys brought their mothers to the Central Police Court, recently when Stipendiary Smith gave both parents and boys a severe lecture on the dangers and temptations street trading offered to young children.

He holds, and rightly so, that the fascination of the streets affects youngsters, who thereby meet bad companions and are often led away by means of street gangs into idle and lawless lives.

Owing to the domestic circumstances of the parents, who had large families, the stipendiary did not inflict fines, but he gave a warning that the next time he would not be satisfied with a half-penny less than the maximum penalty of £2.

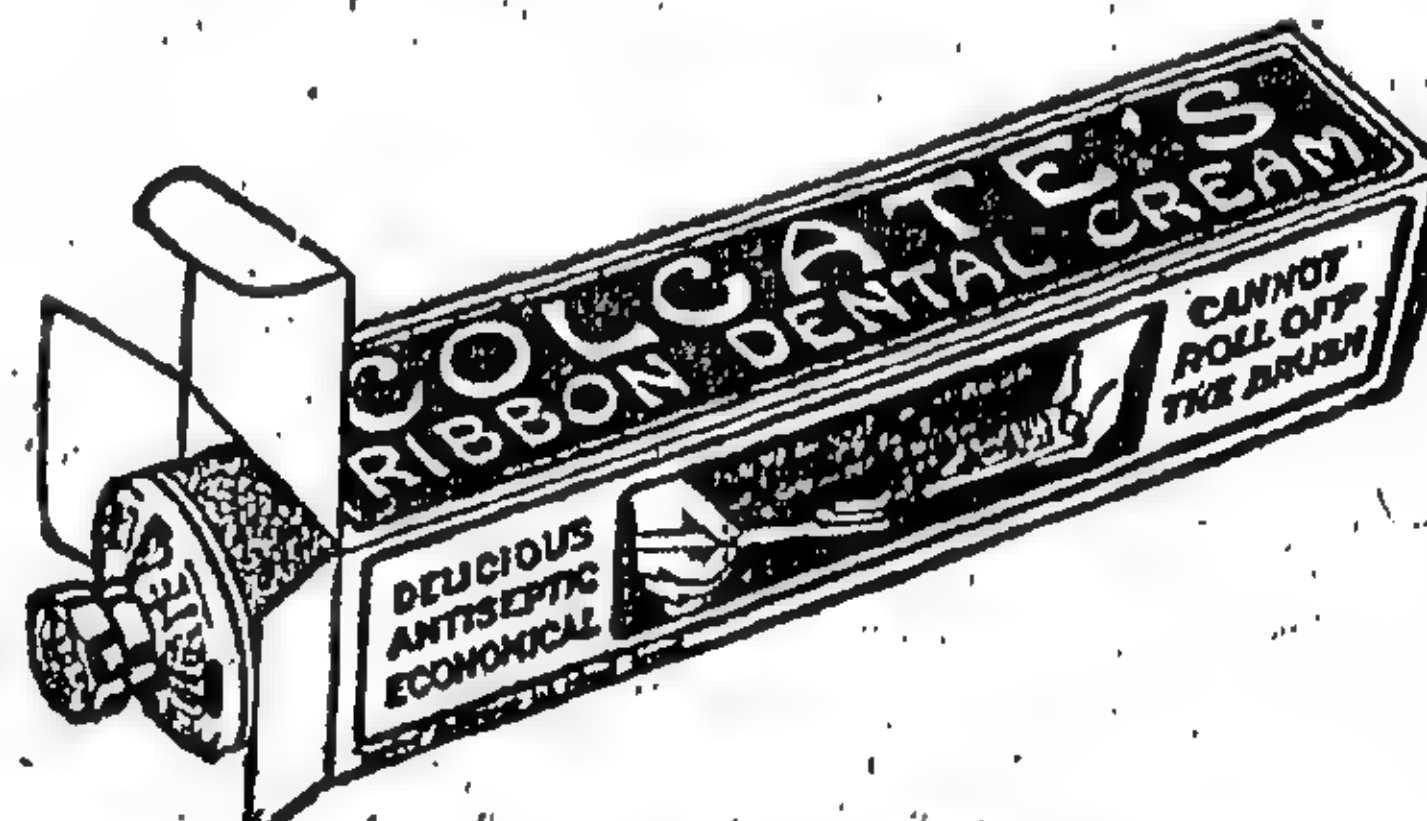
The unusual picture, "Barbed Wire," is being screened for the last time to-day at the Queen's Theatre. Two other excellent pictures also being finally screened are "The Prince of Pilsen" at the World (5.15 and 9.20) and "The Escape," at the Star. Miss de Jacques, the popular dancers will give a farewell performance to-night at the Queen's.

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LOCAL HOCKEY.

TEAM TO PLAY AT CANTON ON SUNDAY.

Members of the Hongkong Hockey Club are paying a visit to Canton this week end, leaving by the Kinsan at 10 p.m. today. The Hongkong team to meet one representative of Shanghai tomorrow will be W. K. Tait, W. Woodward, D. Lyon, H. R. Remington, A. A. Dand (captain), L. A. R. Duncan, J. H. Plummer, E. G. Munn, E. D. Lawrence, T. J. Price and G. E. R. Divett.

The first eleven of the Club will meet the Navy in their usual weekly fixture on the U. S. R. G. ground at 4.45 p.m. on Wednesday, when the team will consist of W. K. Tait, O. E. C. Martin, D. Lyon, A. A. Dand (captain), E. J. R. Mitchell, J. E. Noronha, J. H. Plummer, H. Owen Hughes, E. D. Lawrence, G. C. Francis and G. E. R. Divett.

On Monday at 4.45 the second team will oppose the K.O.S.B. second eleven at King's Park, the Club team being W. K. Tait, J. E. Henry, R. R. Todd, L. A. R. Duncan, Major J. P. S. Greig (captain), Rev. N. Evans, T. Whitley, W. Woodward, T. J. Price, W. A. Newers and E. G. Fincher.

The "A" team to meet the University seconds at King's Park at 4.45 p.m. next Friday will consist of R. W. Sapsed, E. R. Robinson, G. Rankin, E. R. West, A. C. Howell, A. J. W. Ashby, A. A. R. Botello, H. V. Parker, R. D. Beaumont, I. W. Sheehan, G. R. Vallack and F. E. G. Munn (captain).

The following ladies have been chosen to represent the Hongkong Ladies' Hockey Club in a match against the St. Andrews' Young Men's Club, at King's Park today at 3.30.—M. R. Bird, B. Lining, M. Wallace, E. O'Hagan, B. R. Bell, B. Taylor, I. C. Bell, N. McNeill, B. Stanion, M. Hansen, and Mrs. M. J. Jarvis.

K.I.T.C. Defeat University "A". The K.I.T.C. entertained the University "A" team on the Marina ground yesterday afternoon, and defeated them by 4 goals to 2.

In the first half, the University was leading by 2 goals to nil. In the second half the University failed to score, while the Indians succeeded in scoring four times. Ahmed Khan was responsible for 3 goals and Nur Khan for one.

The game was throughout maintained at a very fast pace, with the University goalies doing Trojan work.

"TOM JONES" A BIG SUCCESS.

(Continued from Page 9.)

scored one of the biggest successes of the evening and was loudly applauded. She was included in five vocal items, and her solo, "As all the Maids," was very warmly received.

Rounds of laughter and applause were accorded to Mr. Oscar Eager, who was extremely funny in the role of Benjamin Partridge, a village barber. He first appeared on the scene in the second act and amused the audience with his many qualifications for performing any kind of work, after which he was unfortunately enough to tread on Squire Western's gaiter foot and get the benefit of his fiery temper. In both the second and third acts, Mr. Eager is seen a good deal, always provoking the greatest mirth, and the audience last night was not slow to show their appreciation of his gay chatter. He is just the man for the part.

Mention must also be made of Squire Western's three servants, Gregory, Grizzle and Dobbin, who also provided a good deal of fun. These parts were taken by Mr. P. Hale, Mr. R. D. Thomas and Mr. R. D. Dornier respectively. Mr. Hale was the chief of the three and gave a typical study of a Somersetshire countryman. He was particularly good when acting in co-operation with Honour, his sweetheart. These four, together with Betty (Miss E.D.G. Aris) and Peewee (Mrs. D. M. Richards) made a big success of the ensemble "The Barley Mow" which they sang in tuneless harmony.

Although a great deal is not seen of Mr. E. Hanlon, as Mr. Allworthy, while he is on the stage his manner is in keeping with the part and he performs faultlessly. He is heard to good effect in the madrigal "Here's a Paradox for Lovers" in which he is associated with three others.

Other Parts.

Minor leading parts are ably taken by Mr. H. G. Annis (Squire Cloddy), Mr. T. J. Magill (Pimlott), and Mr. A. A. Lewis (Tony), friends of Squire Western. Mr. H. V. Parker appears as an old-time British Army officer with soldiers while Mr. F. S. W. Smith and Mr. R. W. Sapsed make a brief appearance as highwaymen. Others in the cast, all of whom take smaller parts with success, are Mr. A. T. Bates (Post Boy), Mr. G. W. R. Griggs (waiter), Mr. H. V. Parker (Colonel Hampstead) and Mr. C. Bennett (Colonel Wilcox).

The following ladies also add their quota to the general success of the show:—Mrs. E. Larmour (Elford maid to Lady Bollaston), Mrs. J. Hollidge (hostess of the inn at Upton), Miss F. E. Dunn (Beattie Wierance), Miss R. Cole (Lettie Wheatcroft, a friend of Sophia), and Miss M. J. Stewart (Rosie Lucas). In addition to taking the role of Betty, Miss Aris also acts as Susan, a serving maid at the Upton Inn.

Three dances, a gavotte, a jig and a morris dance, arranged by Miss Daisy O'Keefe, are included in the production, all of which were well performed. Those taking part were:

Gavotte:—Mrs. T. Parkinson, Mrs. W. H. Fitz-Earle, Miss M. A. George, Mr. C. Bennett, Mr. H. V. Parker and Mr. T. V. Harmon. Jig:—Mrs. H. L. Mather, Mrs. J. R. Pengelly, Miss R. Cole, Miss F. E. Dunn, Mr. J. Barnett, Mr. F. W. Dunn, Mr. Blacklock and Mr. F. F. Robinson.

Morris dance:—Miss M. Bird, Miss E. D. G. Aris, Miss K. Murphy and Mrs. R. C. Deano.

Soldiers' parts were taken by Mr. W. Jeffreys, Mr. E. Uttridge, Mr. E. Nelson and Mr. J. Herbert.

The Chorus.

The chorus consists of Mesdames H. W. M. Harrison, V. G. Thomas, P. W. Pankhurst, R. C. Deane, H. L. Mather, J. R. Pengelly, J. H. Johnston, D. W. Beemish, H. Balcan, A. E. Greenway, W. N. H. Murdoch, S. A. Jonston, J. N. Owen, E. Larmour, D. M. Goodall, T. J. Magill, J. R. Way and T. W. Carr, Misses M. A. George, M. Bird, M. S. Scott, B. Hrat, D. Smith, and K. Murphy, and Messrs. M. R. Bell, J. Barnett, P. F. Robinson, W. McEwen, R. Blacklock, C. W. L. Cole, J. R. Pengelly, T. B. Smith, A. Bultitude, S. A. Johnston, D. Trafford, A. E. Russell, R. B. Spenceclagh, V. G. Thomas, R. W. Sapsed, H. J. Fountain, A. T. Bates, O. B. Raven and F. W. Dunn.

The Orchestra.

The Orchestra, which performs under Mr. W. H. Fitz-Earle, A.R.C.M., is composed of the following: Musician A. McKenna (flute), Musician W. Robinson (oboe), Band-Sergeant G. Ware and Cpl. H. Stokes (clarinets), Musician W. Needham (bassoon), Cpl. C. Perkins and Musician A. Robinson (French horn), Musician A. Latimer and Musician A. Andrews (trumpets), Musician G. Wharrie (trombone), Musician W. Sargeant (timpani and drums), Miss J. Bragg, Miss R. Judah and Messrs. H. Chok, J. L. Alves, H. C.

DRUNKEN MOTORISTS' ESCAPE.

FOUR KILLED IN CARINTHIA

Vienna, Nov. 8. An intoxicated manufacturer in Carinthia, notorious for "scooting," drove his car into a motor-cycle and killed four persons. In court he was sentenced to one and a half years' imprisonment. When he heard the sentence he rushed to the judge's table, clasped the Crucifix, and exclaimed, "No, no, it's not true! I won't go to prison! My God, my God! What is to become of me?"

When guards tried to seize him he wrenched himself free, hurried to the window, and tried to throw himself out. But a guard caught him when he was halfway through. In the struggle the manufacturer's watch broke from its chain, fell into the streets below, and hit a boy of four who was passing with his mother. So badly was the child injured that it had to be taken to the hospital.

Leong and J. Malvern (violins); Mr. H. Taylor (viola), Mr. N. U. Botello (cello) and Mr. P. N. Sequeira (bass). The honorary accompanist is Mrs. G. W. R. Griggs. The orchestra includes members of the K.O.S.B. band by permission of Lt. Col. L. J. Comyn and officers.

The stage director is Mr. C. P. Marcel and property master, Mr. J. Grenham. Mrs. H. W. M. Harrison acts as wardrobe mistress for costumes designed and executed by Mrs. G. H. Arnold. The prompter is Mr. W. Gill and lighting effects are by Mr. E. Hanlon.

The wigs were made by Messrs. Campbell Moore and photographs taken by the Ming Yuen studio. The programme ladies, arranged by Miss Daisy O'Keefe, are Miss Bella Pestonji, Miss Nellie Field, Miss Kitty Chester and Miss Billie Field.

Thanks are expressed to the A.D.C. for the loan of flood lights, properties, etc., Messrs. Lane Crawford Ltd., the Peak Tramway Company and Star Ferry Company, the Press of the Colony, Mr. J. H. Hunt for the design on the cover of the programme and Mrs. C. P. Marcel, Mrs. W. H. Kelly, Mrs. S. S. Perry, Mr. T. Parkinson, Mr. F. P. Lenfestey and Mr. H. Westlake for assistance in the production of the opera.

Behind the Scenes. The general excellence of the show is a distinct tribute not only to the artists themselves, but also to those who are not so much in the public eye but who, nevertheless, have done a great deal of work in the production. Mr. R. R. Davies, the hon. producer, is one who has done a tremendous amount of spadework in a most painstaking manner, whilst Mr. Fitz-Earle must also be mentioned, especially in connexion with the orchestra. The final result shows that his labours have been highly successful. Mr. T. V. Harmon has not only dealt with the secretarial work, but has also been concerned with drawing up and publishing the programme and with general publicity. The duties of Hon. Treasurer have been performed by Mr. R. Dornier who has also pulled his weight, while Mr. C. P. Marcel tackles the none too easy job of stage director.

Much of the success of the music is to be credited to the orchestra, which under the direction of Mr. W. H. Fitz-Earle, A.R.C.M., played the delightful old English melodies excellently, with due regard for light and shade.

Intending patrons are advised to book their seats as soon as possible, as great demands are being made on the accommodation available for future performances.

SIR AUSTEN ON HIS FUTURE.

NEVER PRIME MINISTER.

Toronto, Nov. 7. Sir Austen Chamberlain was asked on his arrival at Toronto from Winnipeg this morning his opinion of the United States Presidential election.

He refused to make any comment beyond expressing his personal good wishes to Mr. Hoover, the successful candidate, and his hopes for a happy tenure of office.

"I really do not wish to be interviewed," he said. "As a matter of fact, I think I have achieved something of a record in this connexion. Has any other Britisher spent three weeks in the United States without being interviewed?"

In reply to the suggestion that it was generally believed he might some day be Prime Minister of Britain, Sir Austen replied with a smile, "No, no, never," adding: "I shall remain Foreign Minister. You may write that down."

"Such a Jolly Trip."

Lady Chamberlain displayed much interest in the Presidential election. She did not believe, however, that the women's vote was responsible for the Hoover landslide.

"They are not taking so much interest in the vote," was her opinion. "Had it been in England, yes."

Sir Austen and Lady Chamberlain are staying with the Lieutenant-Governor of Ontario, Mr. W. D. Ross, at Government House. Among other visitors are Sir William and Lady Clark.

Before leaving for Ottawa a visit will be paid to Niagara Falls. From Ottawa they go to Montreal before going to Quebec to take ship for home.

"We are having such a jolly trip," said Sir Austen. "I wish it could be prolonged."

Friendship With "L.G."

An honorary degree was to-day conferred on Sir Austen at the University of Toronto. In an interview Sir Austen said he had never regretted his refusal to desert Mr. Lloyd George for the Bonar Law Ministry. "It would," he declared, "have been an act of personal disloyalty."

"My present relations with Mr. Lloyd George are most cordial," he continued. "That is one of the nice things about British politics. You can fight a man and still enjoy his friendship."

He expects to step right back into harness when he reaches England.

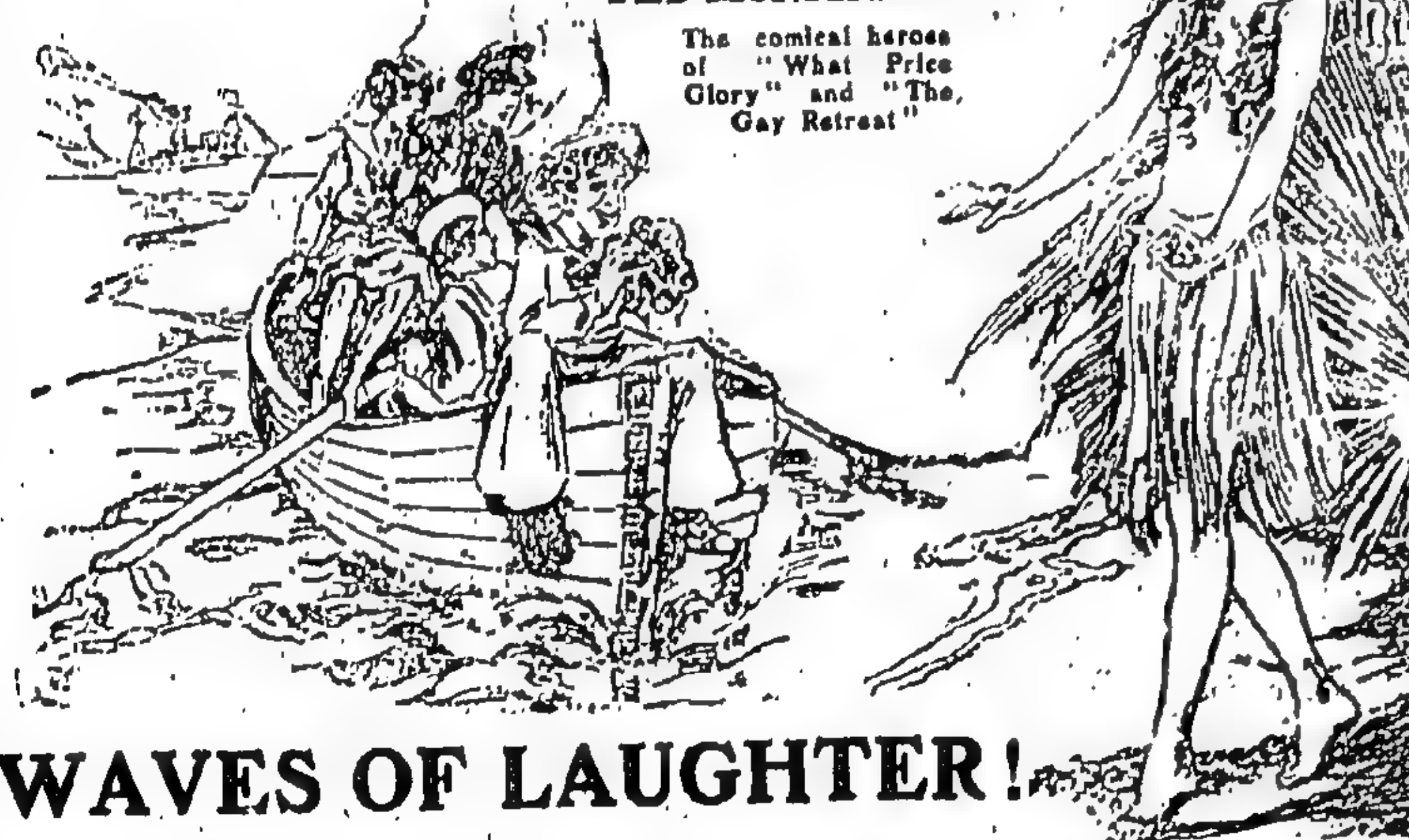
would do all they could to prevent the Downs being disfigured. Every device of modern art in camouflage would be used; buildings would be made to merge into backgrounds; and the track itself would not be of concrete, but of a less conspicuous material.

It is expected that the track will be bigger than Brooklands, which is five and a quarter miles round.

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SIR W. HORWOOD'S NEW WORK.

DIRECTOR OF MOTOR TRACK COMPANY.

London, Nov. 17. Sir William Horwood, late Commissioner of Police, is to be a member of the Board of Directors of the new motor track and aerodrome company at Portlago, near Brighton.

The name of the company is the National Road Racing Track and Aerodrome (Brighton), Limited, and the directors, in addition to Sir William Horwood, are Col. H. W. Burton, M.P., Sir Thomas Watts, M.P., Mr. C. Laurence

Clayton, and Mr. William J. Pulford.

The object of the company is to establish a track for racing and testing motor cars and motor cycles under road conditions, together with an aerodrome, and a National Road Racing Club, and among those who have promised to serve on the committee of the Racing Club are Viscount Curzon, M.P., Lieut.-Col. J. T. C. Moore-Brabazon, M.P., Sir Walter de Frece and Mr. Harry Preston. A flying school equipped with the latest type of aircraft will be maintained at the aerodrome.

This six-mile motor-car speed-track was first mooted about two years ago, and when it was suggested that it should be built amid the valleys and hills of the South

Downs, near Brighton, a violent controversy arose.

There were many opponents of the scheme, principally on the ground that the beauty of the Downs would be marred by the presence of a racing-track, and the Portlago Urban Council requested the Brighton Town Council to reconsider the advisability of letting any land on the Downs for such a purpose; but, finally, last July, the Brighton Council adopted the scheme to lease about four hundred acres of Downland south of Devils Dyke, it being held that Brighton must move with the times and do everything it could to attract visitors.

The supporters of the scheme, which, as stated, includes the provision of an aerodrome, said they

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C.I.D. CHIEF ON HIS RESIGNATION.

"THREE MONTH'S MUD
SLINGING AGAINST POLICE."

HOLIDAY, THEN A JOB.

Sir Wyndham Childs, Assistant
Commissioner of Police and head
of the Criminal Investigation De-
partment of Scotland Yard, has
issued a denial of statements
which have appeared concerning
his resignation.

Since Sir Wyndham left Scot-
land Yard there has been
much speculation as to his
reasons for following his chief,
Sir William Horwood, into retire-
ment. It has been hinted that
there have been serious differences
of opinion with the Home Office.

In the House of Commons the
Home Secretary stated that Sir
Wyndham had given him no reason
for his resignation, but he
assured the House that it had no-
thing to do with any inquiry into
the affairs of the Criminal In-
vestigation Department. He ad-
ded that they were all aware that
Sir Wyndham had been feeling the
strain of his heavy and responsible
post.

"The Rest is Silence."

A Press representative found
Sir Wyndham in the raftered barn
which serves as garage to his
country house. Clad in plus
fours and a leather motor coat,
he was bending over the open
bonnet of his car.

He straightened himself up—a
young man in appearance for his
52 years—and smilingly exhibited
his greasy hands.

"I know what you have come
about," he said.

"Well, I have nothing to say
about my reasons for leaving Scot-
land Yard. I said that when my
retirement was announced, and I
say so again now. Nor shall I say
anything about it at any future
date.

"Dead Tired."

"The Home Secretary has said,
'We are aware that he has been
feeling the heavy strain and re-
sponsibility of the post.'"

"I certainly have felt the strain.
I admit that I am tired—dead
tired—for the last three months
at Scotland Yard, with all the ac-
cussions and mud-slinging
against the police, have been hell.
But I don't want the world to
think that I am a sort of broken-
down invalid, for I have still
plenty of physical strength left.

"What I resent is the apparent
desire on the part of certain sec-
tions of the Press to make a mys-
tery of my resignation where
there is no mystery.

"I am sick of the whole busi-
ness, and the sooner it is forgotten
the better."

"I Must Have Work."

Sir Wyndham lit a cigarette
from a case of gold, which bore
the inscription:—

From the officers and men of the
Criminal Investigation Depart-
ment, as a mark of high esteem
and appreciation of his adminis-
tration as Assistant Commissioner
of Police during seven happy years.

Asked about his plans for the
future, Sir Wyndham said: "I am
going to have a good holiday—
some shooting—and then I shall
look round for a job. I must have
work of some kind."

BISHOP ON 'VARSITY DRINKING.

"STILL A SERIOUS NEED OF
IMPROVEMENT."

Cambridge, Nov. 1.
Cambridge is mildly amused
over an attack which a distin-
guished Bishop has made on the
University.

At a united temperance de-
monstration held at Cambridge
to-day Bishop Price, formerly
Bishop of Fukuoka, Japan, and now
Archdeacon of Ely, asked the ques-
tion:—

"Does a college feast tend to
strengthen public opinion in the
direction of temperance?" He
did not mean, he said, that a
college feast was a bout of drink-
ing, but he simply raised the
question in his own mind. He
wondered what the waiters, for
instance, and others thought of
what went on.

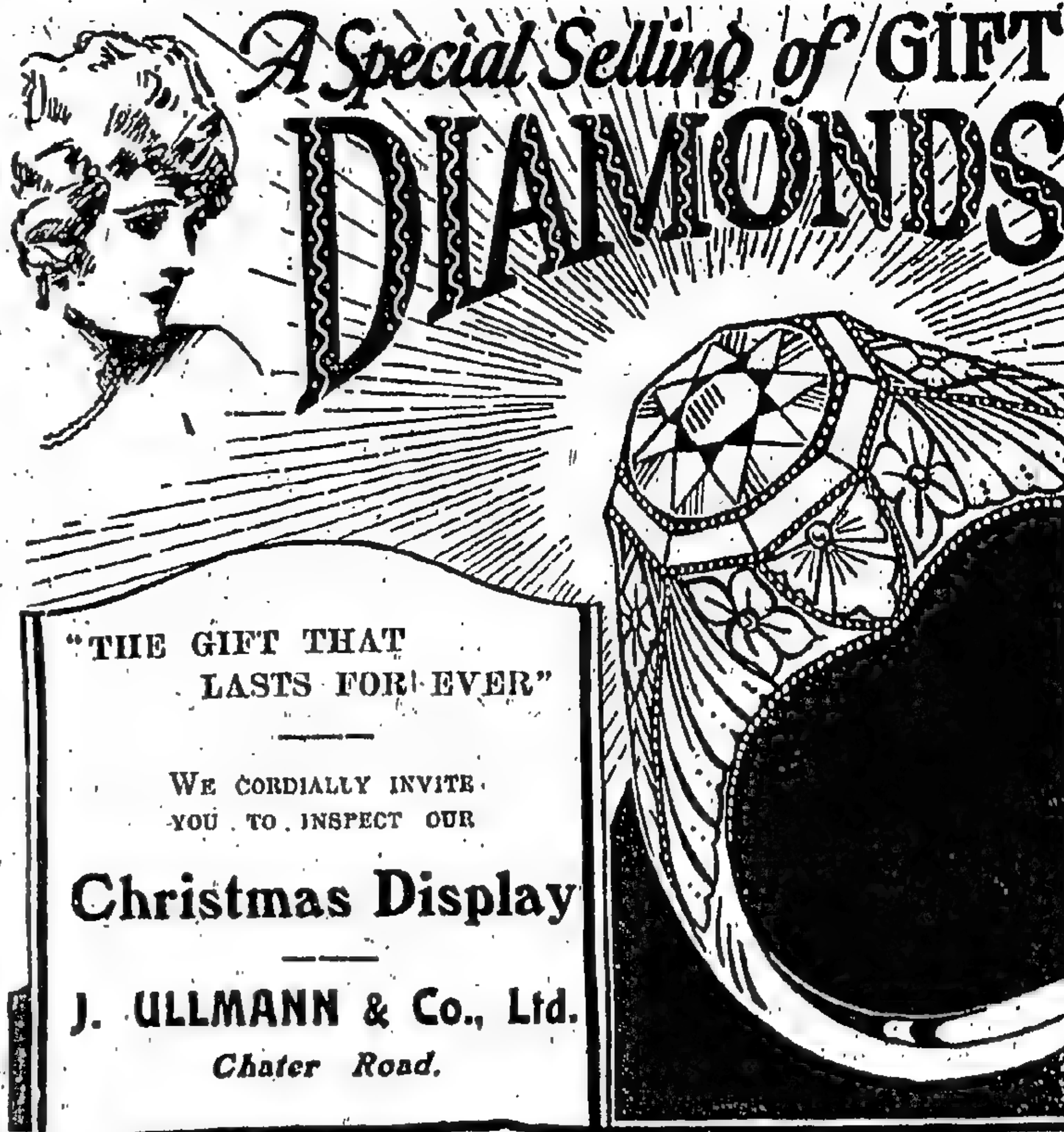
He was told that there was not
such a loose rein on under-
graduates' drinking now as there
was forty or fifty years ago, but
there was still a serious need of
improvement.

The problem exciting the uni-
versity is whether the Bishop was
referring to undergraduate affairs,
such as "bump" suppers or to the
college feasts proper.

These feasts are held regularly,
and are attended mainly by
clergymen. It is considered the
correct thing to taste the college
port, but there is no compulsion
about drinking.

Lending university officials to-
day expressed the opinion that
the Bishop had oversteered the
case, and there was nothing to
worry about.

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WEDNESDAY, 26th December 1928. ... Boxing Night Carnival (8 p.m. to 1 a.m.)
MONDAY, 31st December 1928. ... New Year's Eve Special Dinner Dance
(8 p.m. to 12 midnight)

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MONDAY, 24th December 1928. ... Christmas Eve Carnival (8.30 p.m. to 1 a.m.)
MONDAY, 31st December 1928. ... New Year's Eve Carnival (8.30 p.m. to 1 a.m.)
TUESDAY, 1st January 1929. ... Special Tiffin (Orchestra 1 p.m. to 2.30 p.m.)
Tea Dance ... (4.30 p.m. to 6.30 p.m.)

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26th December 1928 ... 1.00 a.m.
31st December 1928 ... 1.30 a.m.

Dinner \$4.00 per person
Tea Dance \$1.00 per head.

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Fifty-five pounds of carbide in cans, packed in a box reinforced with two wires, weighing 8 pounds and costing 39 cents.

Reinforced with one Acme Nailless Strap, this box carries the same load, is 2 lbs. lighter and costs 5 cents less than the old one. It is stronger by actual test.

Boxes carrying 48 pounds and 25 pounds of pump parts, respectively. The large one weighs 39 pounds and costs \$1.07. The small one weighs 13 pounds and costs 39 cents.

Redesigned and strengthened with Acme Nailless Strap, these boxes carry the same loads. The larger box now costs 47 cents less and is 17 pounds lighter—the small one costs 20 cents less and is 7 pounds lighter.

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AGENTS—

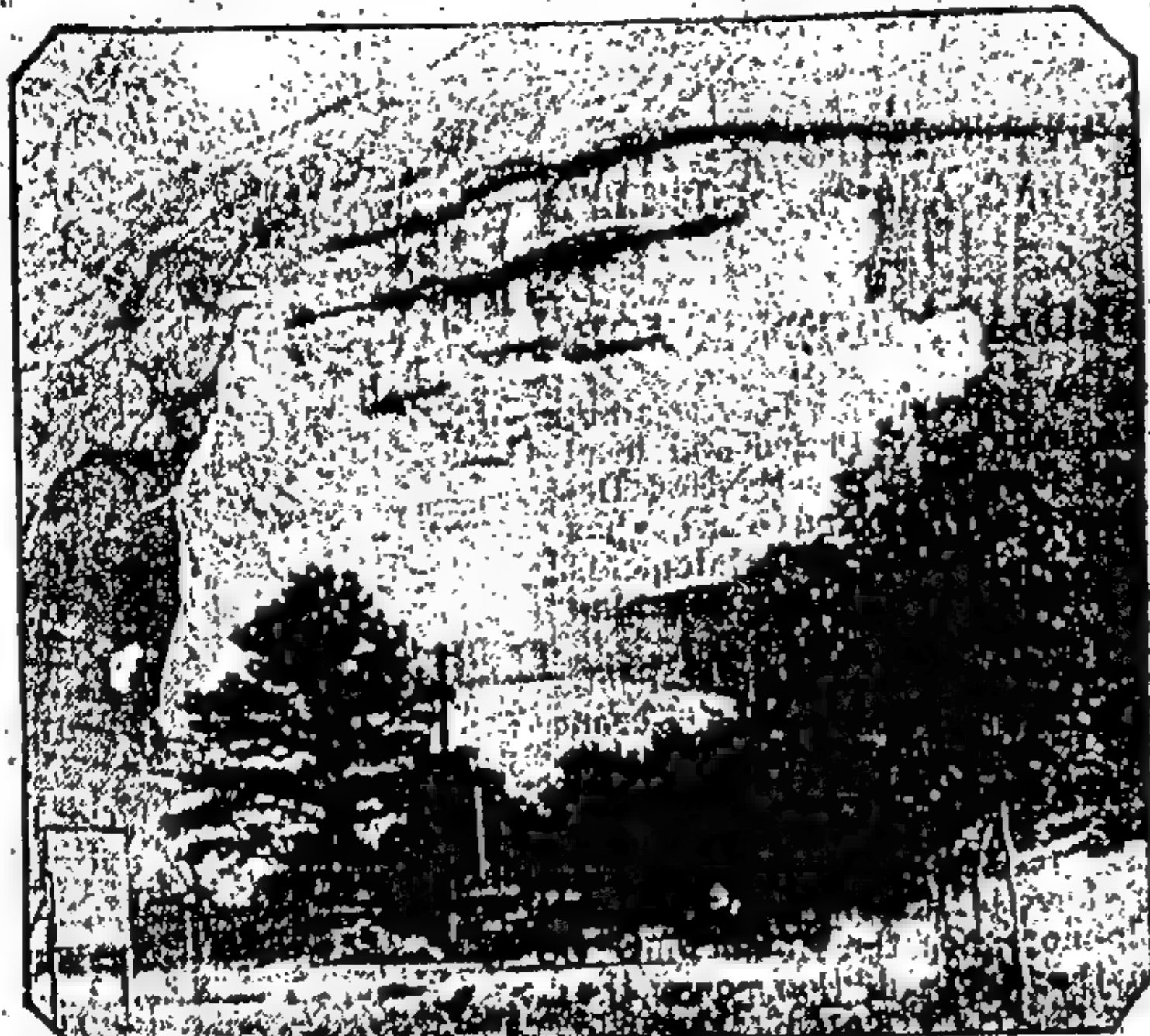
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A COLOSSAL FAILURE.



"The most colossal failure in history... a mutilated imperfection that cannot be rectified!" is how Samuel H. Venable, one of the principal owners of Stone Mountain, in Georgia, describes the Confederate memorial shown in the upper photo as it appears to-day. At the bottom are the designer and sculptor.

WONDERS OF £700,000 LONDON CINEMA.

THE NEW EMPIRE OPENED.

Built at a cost of £700,000, the New Empire, Leicester-square, which was formally opened on Nov. 8, is one of the largest and most beautiful picture theatres in the world.

It contains 3,500 seats and is to inaugurate London's lowest picture prices. The highest priced seat in the evening will be 3s. 6d. but in the earlier part of the day the admission prices will be 2s. 4d. and 1s. 6d.

Harry Portman, who is in control of the New Empire, says that similarly low prices of admission have been successful in the Metro Theatre in America, and at the Gaumont Palace in Paris, which he also controls.

The ten-room of the New Empire is 108ft. long and 33ft. wide, the whole floor being covered by a one-piece carpet, which had to be specially made in Czechoslovakia, there being no looms of sufficient size in this country.

Iced Drinking Water.

There is a ladies' boudoir finished in green and gold, a ladies' cosmetics room in ivory and gold, and a men's smoking lounge.

The organ weighs 23 tons, and the orchestral platform can be raised and lowered as required.

As the stage has a depth of 35ft. the most elaborate stage production

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Mrs. Beten's system of permanent waving is highly recommended, as it succeeds where others fail, and is guaranteed to last 6 months.

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HOOVER AND THE FUTURE.

MORAL OF THE U.S. ELECTION.

DEFEAT OF THE "WETS."

Hoover's election is a token of the strength of popular feeling behind the Kellogg Treaties, and the general desire for understanding and friendship with Britain. It means accelerated industrial activity (Wall Street is already showing the magical effect it has had on business) and trade aggressiveness, and it puts a new emphasis on Prohibition.

The nation is elated. For the defeated candidate there is only kindly sympathy. He is a fine character, led by politicians sadly to overestimate his destiny. The polling was in reality a mere form, officially attesting what thoughtful observers had long known. The records of the candidates, plus Prohibition and the introduction of the religious issue, inevitably predetermined Hoover's election. But the singleness of purpose evidenced by America's thinking citizens—not a hundred per cent, of the electorate by any means—is splendidly encouraging.

The magnitude of the victory is unprecedented: sectionalism has been eliminated for the first time since the Civil War, and the fact that the triumph is complete in both legislative branches is prophetic of good teamwork in the immediate future.

The personalities of the candidates, Prohibition, religious intolerance, the gaunt spectre of unemployment, which American economists declare incalculable today in any nation except Russia and China—all these help to explain the phenomenon. The fact that Hoover carried practically every part of the nation so overwhelmingly is evidence of the popular belief that he will give the nation a non-political, progressive, and economical Administration, assuring at least four years' continuation of that "Prosperity" which stood at zero at the end of the War, improved a little under the world Harding, and consolidated under Coolidge, largely through the genius of Hoover and Mellon.

Socialists Overwhelmed.

Friends of Britain have been greatly cheered by the situation in the Senate, where the Republicans will have 65 seats against the Democratic 33, a Republican gain of 7. This potentially assures the ratification of the Kellogg Treaties, which, had the Democrats won a majority in the Senate, would have been bitterly opposed in revenge for the Republican action against Wilson's Versailles Treaty. Fortunately for world peace, the Treaties will come up before the Republican majority is weakened by factional quarrels, which history seems to show is inevitable. But the defeat of Houghton, the late Ambassador to Britain, loses the Treaty one good friend.

The violent activities of the former-labourists was apparently vocal; for they gained only one Senator. The Socialists met general defeat, even Victor Berger, Wisconsin's celebrated "Red," sinking without a trace. This is as significant as the nation's unquestioned endorsement of Prohibition. Nearly every "Wet" was defeated, including Reed of Missouri, who became internationally famous during the League of Nations fight, several outstanding Senatorial figures, and many noteworthy Congressmen, whose only sin is "Wetness." Thus the ballot sufficiently indicates the desire to continue what Hoover calls the "Noble Experiment."

Broadway Startled.

The mere endorsement of Smith apparently closed half a dozen notable or promising political careers. The situation of the "Wet" Democrats in Congress becomes amusing to onlookers, however tragic to themselves. Already the women of Texas, for instance, declaring an "Open Season" for "Wet" statesmen, have gone after Senator Shepard, because, though a teetotaler, he supported Smith. Obviously the women, plus probably the large majority of men, are determined on a really "Dry" nation. How this can be achieved is not so clear, though tales in the British newspapers of the American liquor situation are frequently absurd. There are many violations of the law, certainly, but a nation of 100,000,000 as certainly contains a proportion with an alcoholic craving of long standing.

Bootleggers' hearts would have bled had Smith been elected, for they adore that constitutional amendment which makes liquor preciously illicit. They now show a new determination to "get theirs" before 1930. Mellon, under whom enforcement comes, smiles wisely. Enforcement officers, happily, oil their automatic weapons. Broadway is grim and startled.

Summarised, the probabilities of the situation are these:—Thoughtful encouragement of international friendships, with special sympathy

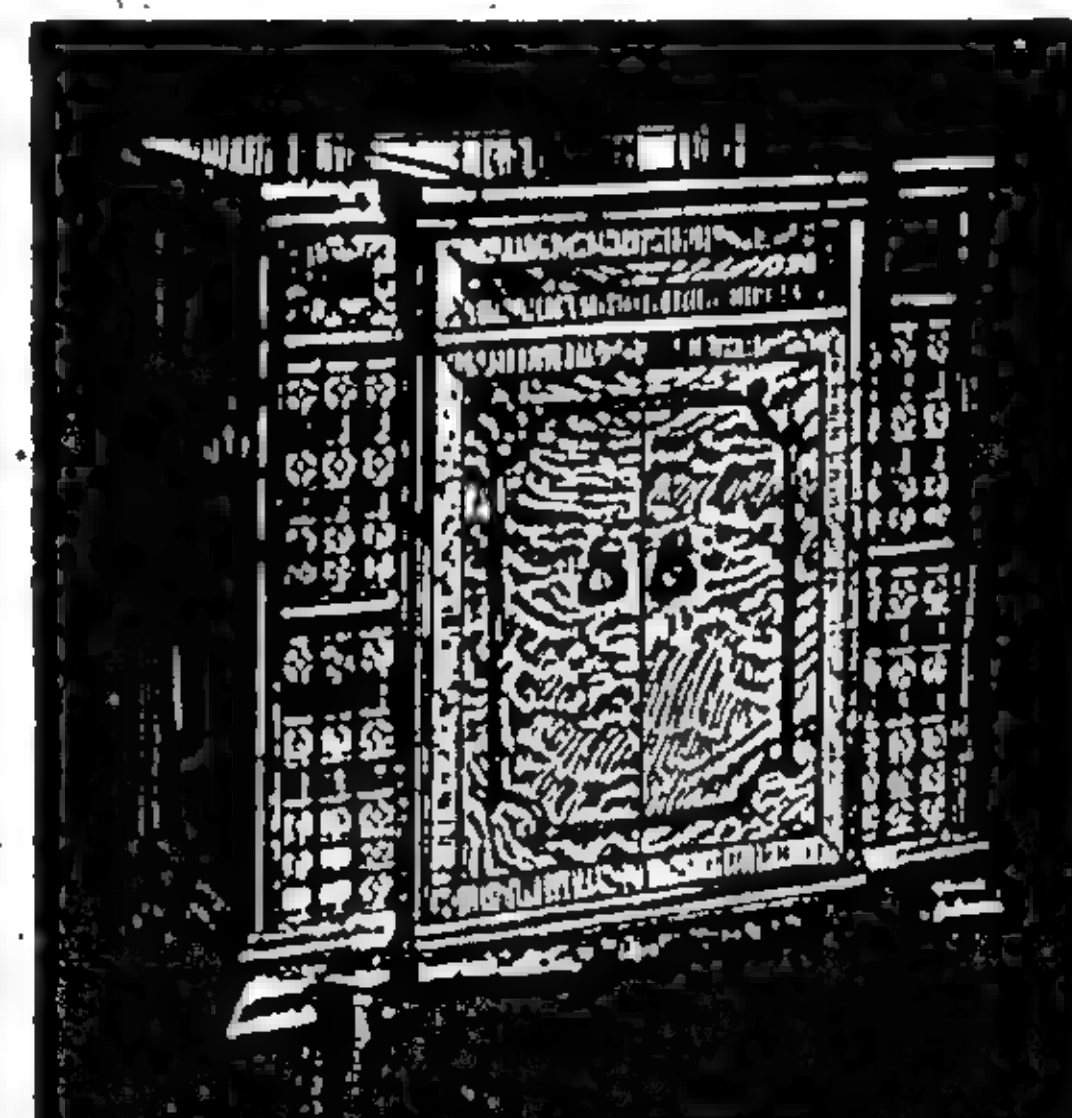
A gift that grows more precious with the years

MUSIC is the one gift that never loses its charm. Its radiant spirit dwells forever in the heart. Its melodies trace indelible patterns on our memories. When you give a Victrola, you bring song and happiness into the home you love. It is a gift that keeps on giving pleasure throughout the years. The instruments you see on this page are worthy

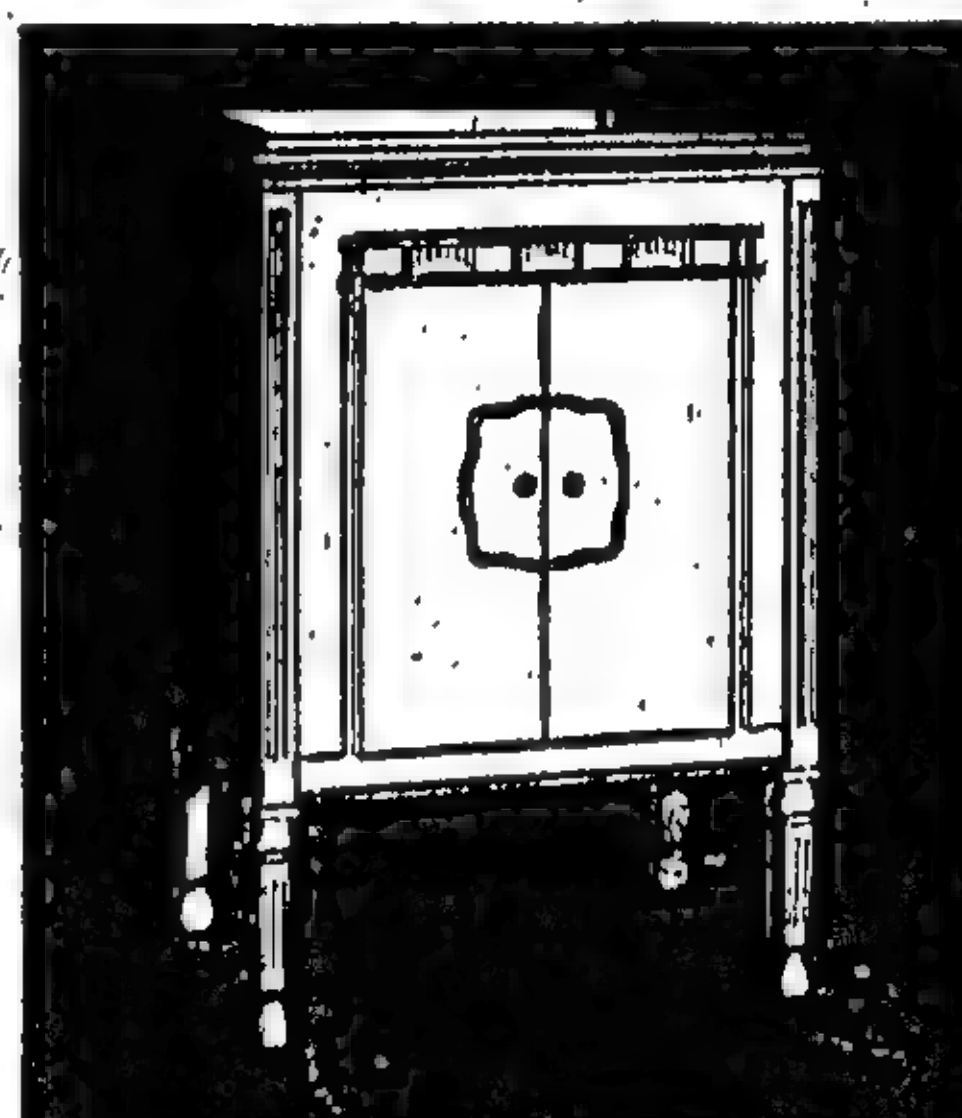
ambassadors of the great Victor line... offering you the finest reproduced music in the world. Cabinets are designs that lend richness and dignity to any room. The price-range allows you to have an Orthophonic Victrola exactly suited to your income. See the nearest Victor dealer soon and hear the latest Victor Records on the model you like best.



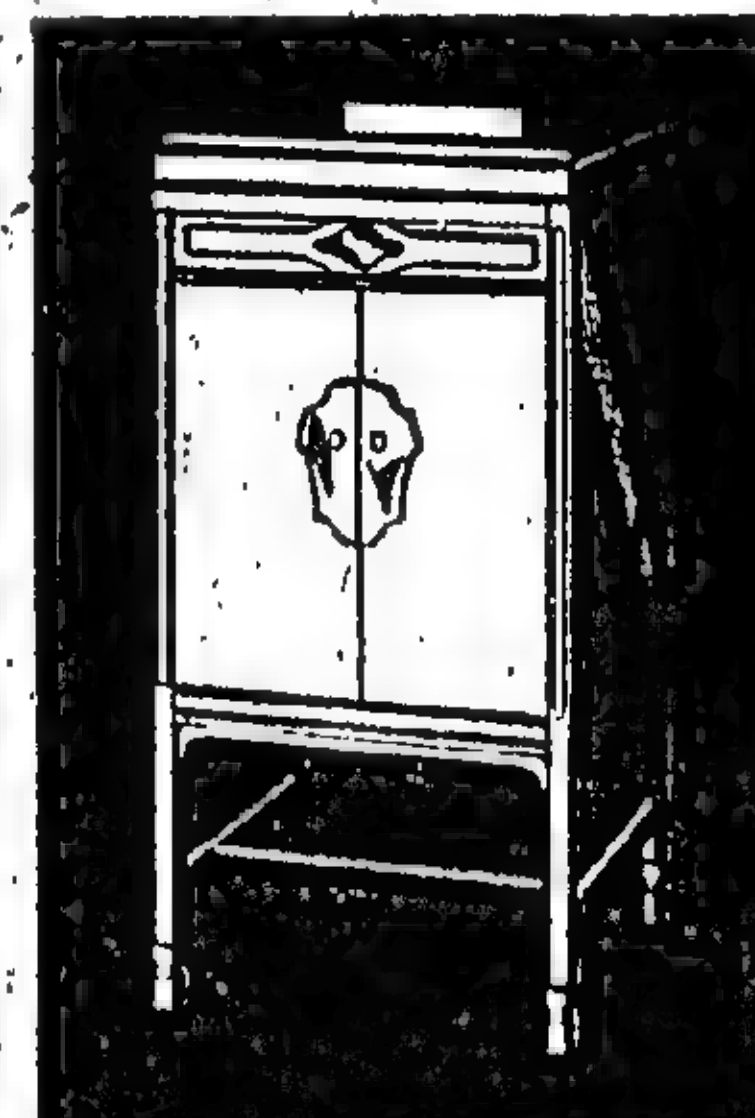
MODEL EIGHT-NINE
Upright model of the Orthophonic Victrola in a colonial design. Full Orthophonic reproduction.



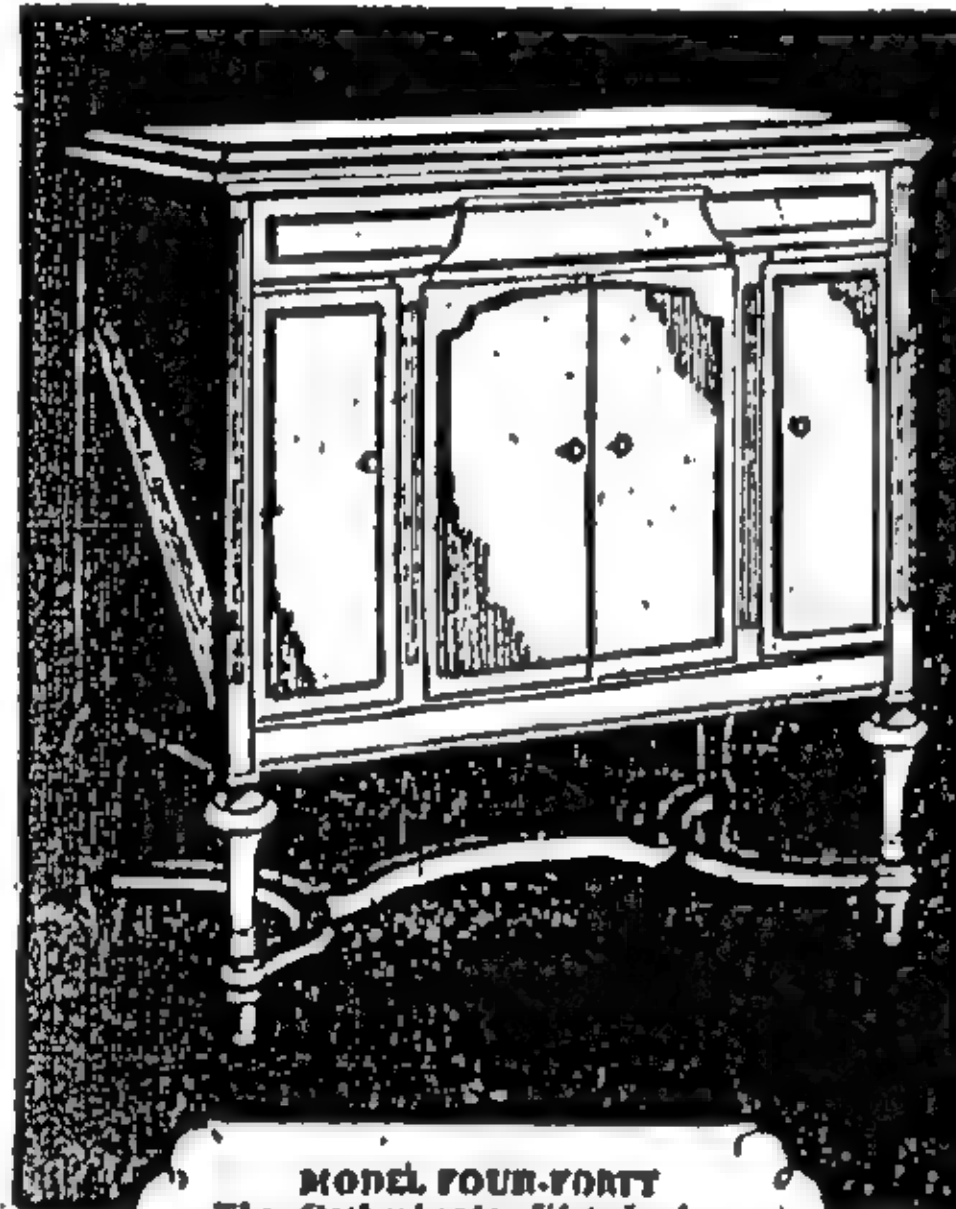
MODEL EIGHT-THIRTY-SIX
Orthophonic Victrola. Handmade leather-backed record-holding in brilliant colors. The cabinet design reflects the Spanish influence.



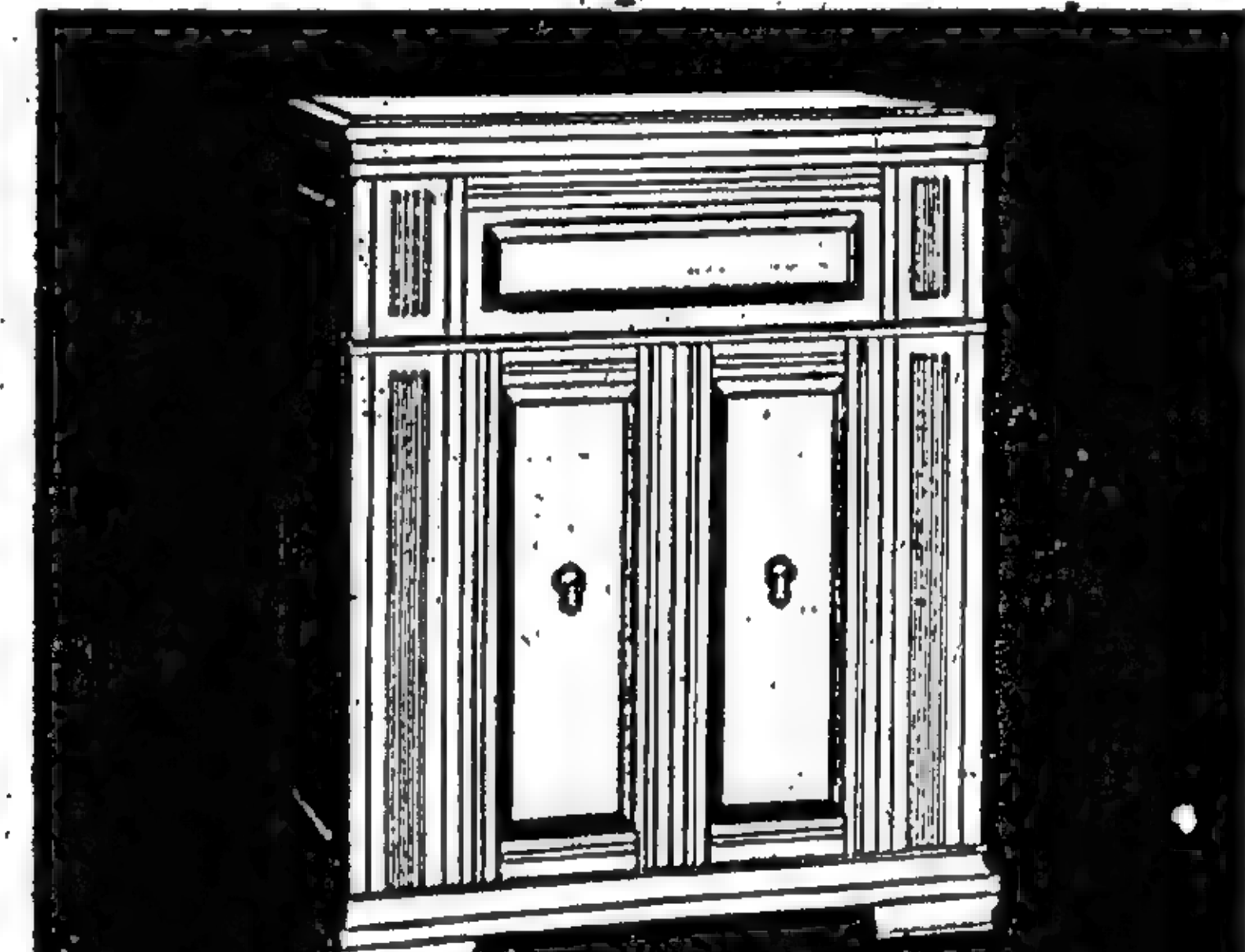
MODEL FOUR-TWENTY
Orthophonic Victrola. Classical English design. Vertical filing compartment.



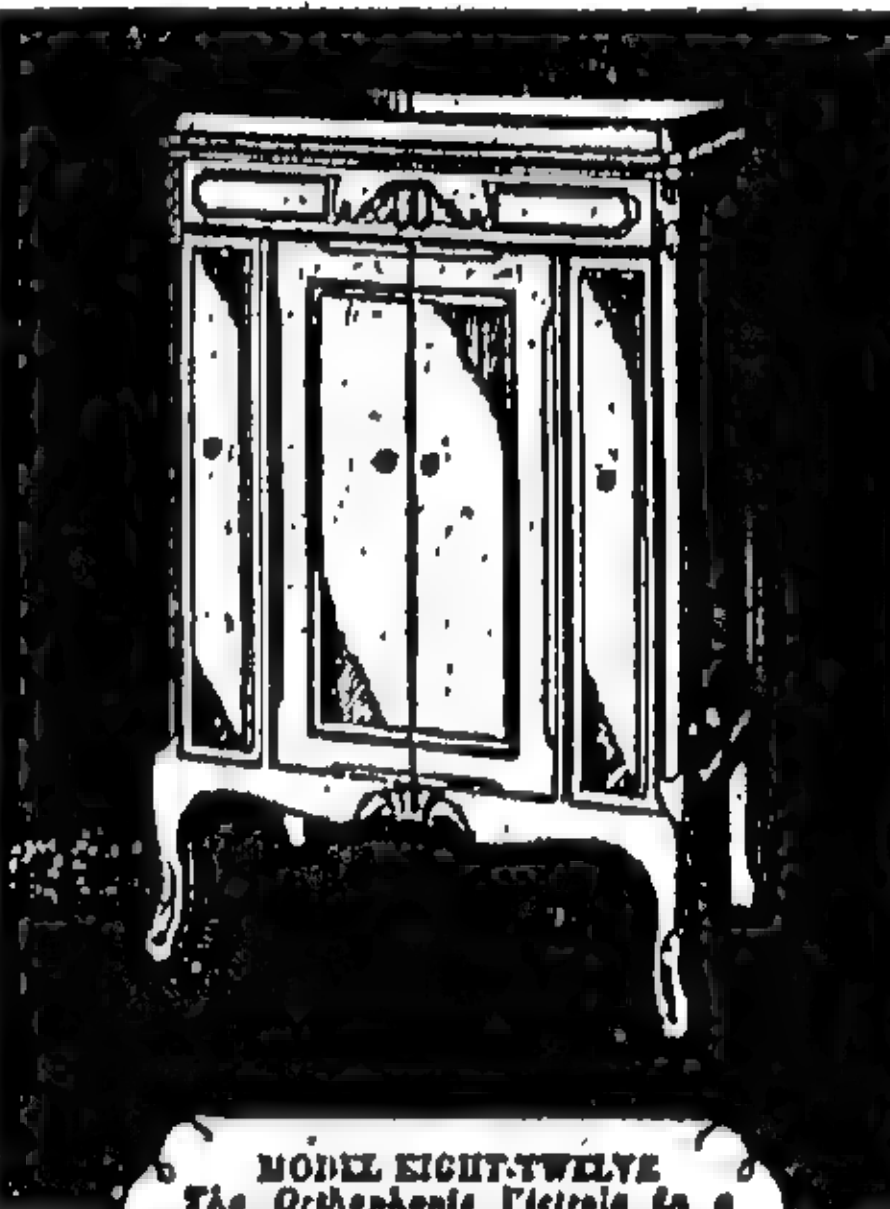
MODEL FOUR-THIRTY
Smaller but very desirable Victor Orthophonic Victrola. Attractive design.



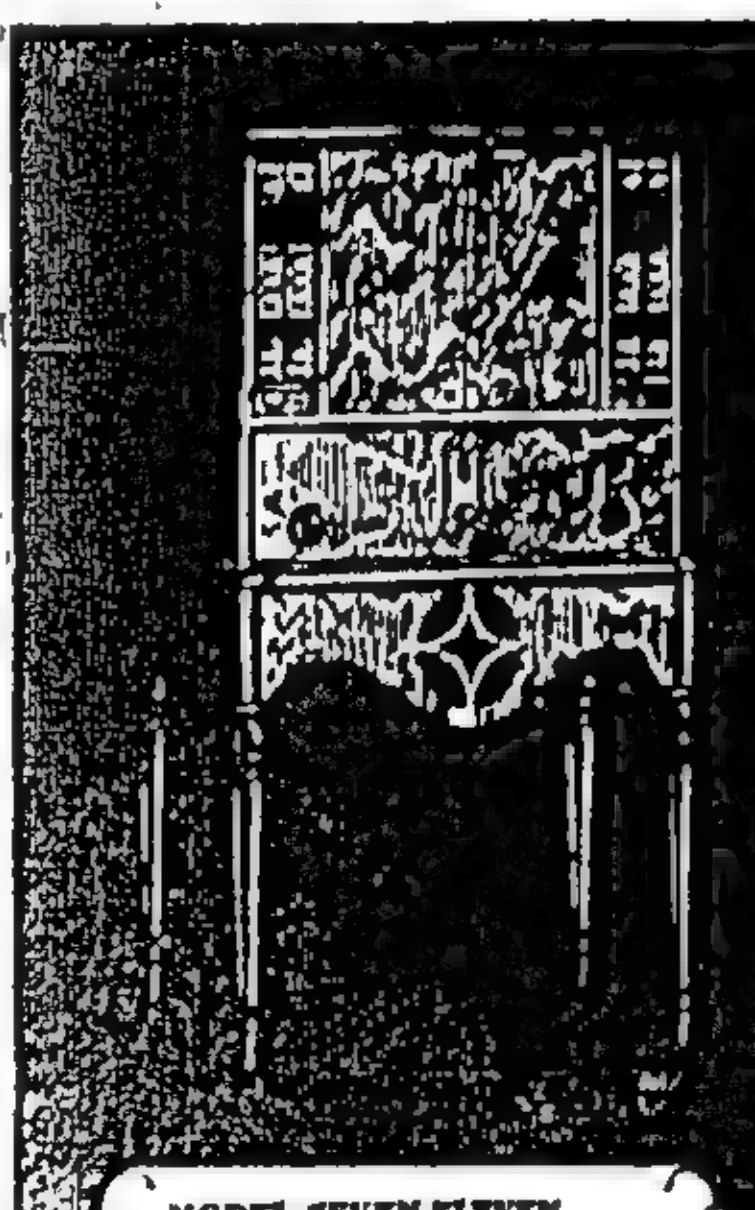
MODEL FOUR-FORTY
The Orthophonic Victrola in a charming, colonial style. Cabinet of Spanish design.



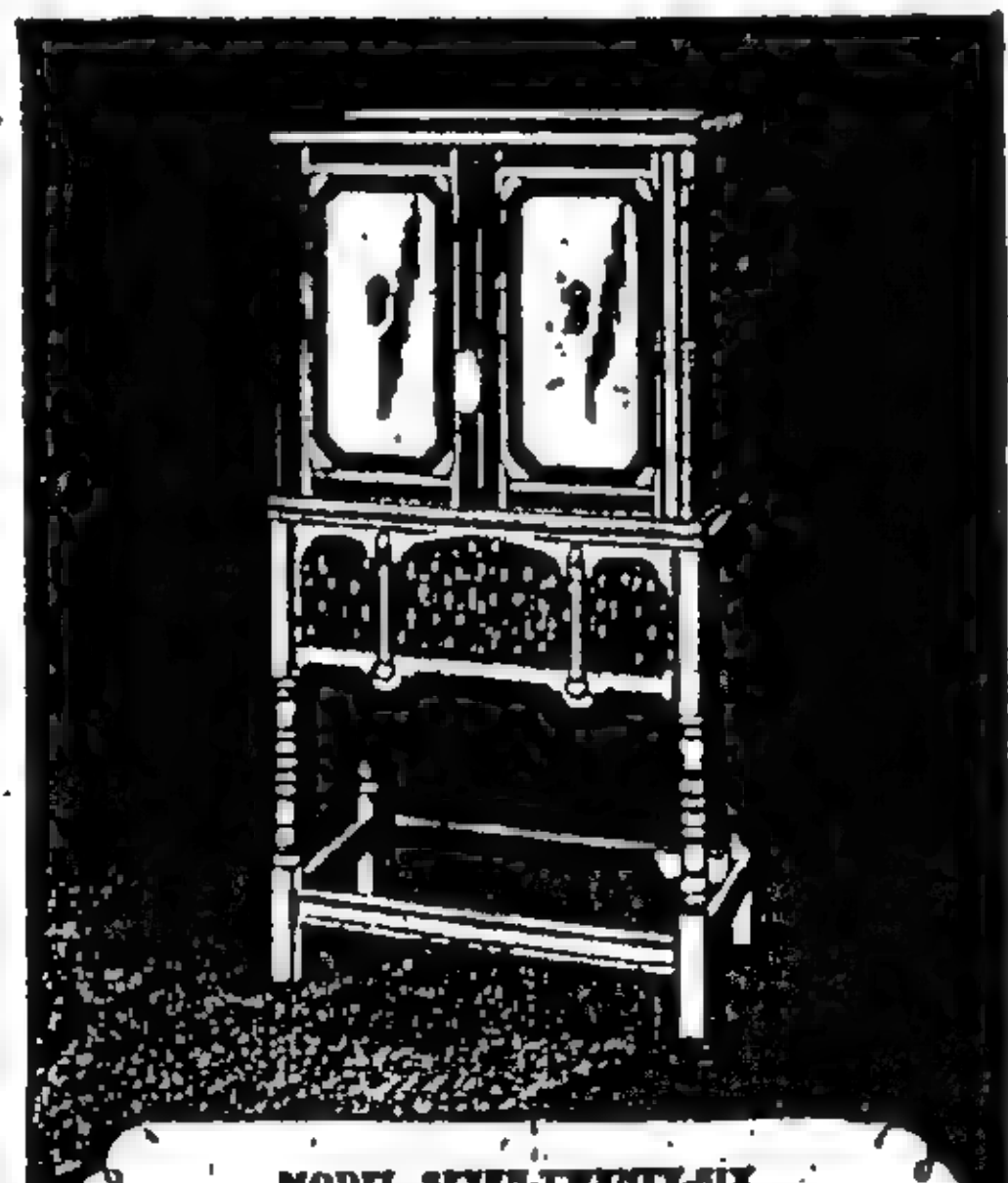
MODEL TEN-THIRTY-SIX
Automatic Orthophonic Victrola. Plays a continuous program while you remain seated in your chair. Magnificent hold 14 records at one time. Beautifully designed cabinet.



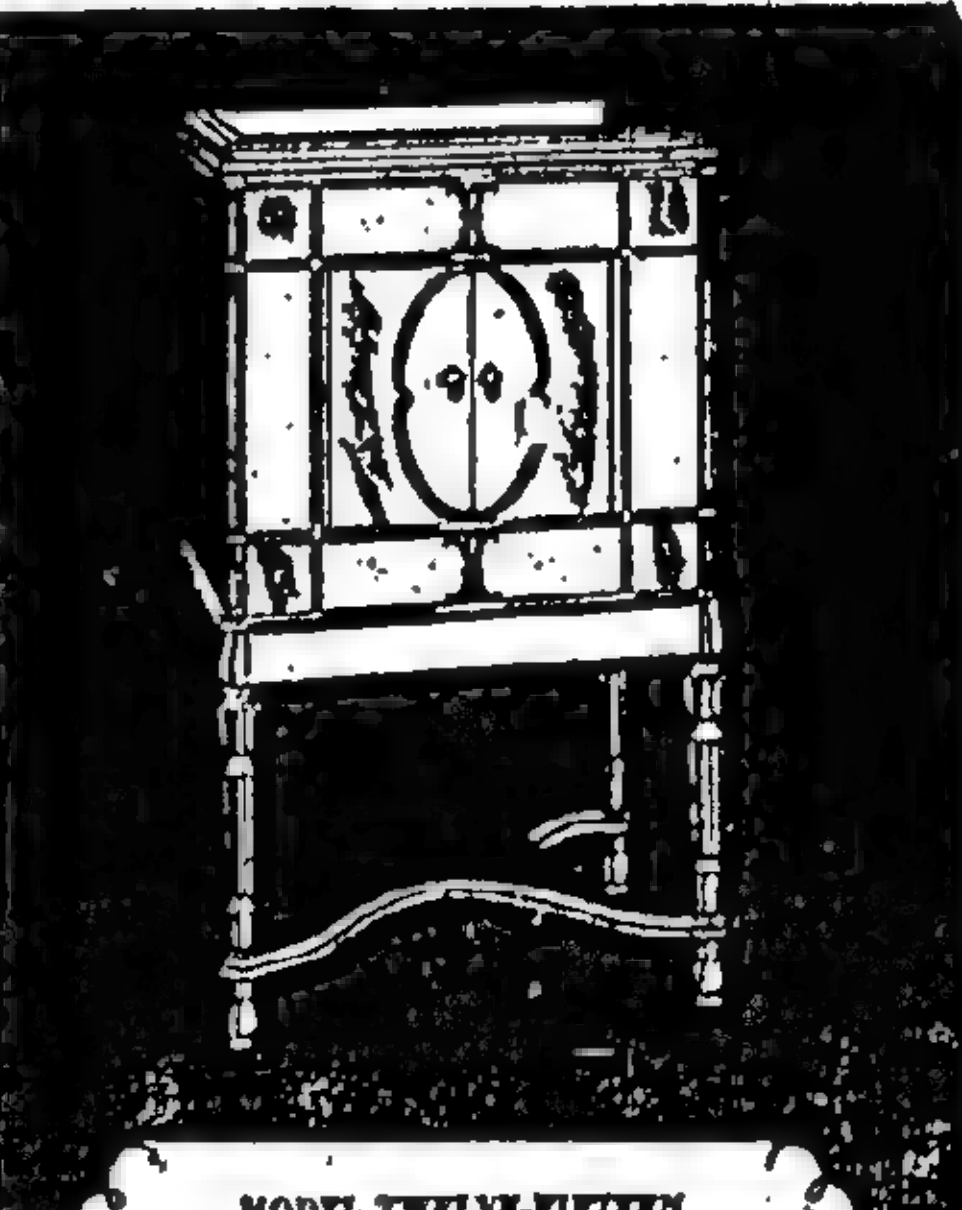
MODEL EIGHT-TWELVE
The Orthophonic Victrola in a cabinet of French Renaissance design.



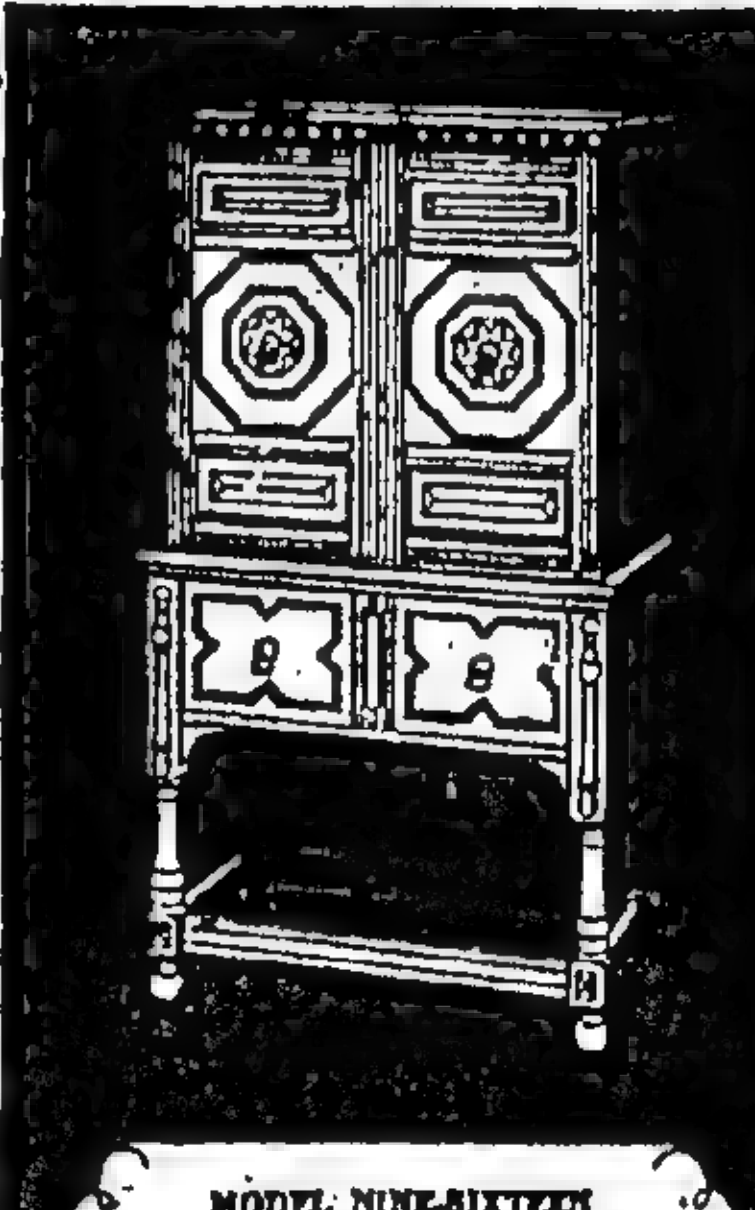
MODEL SEVEN-ELEVEN
Victrola with all-electric new Radiola. Automatic-plate brings in nearly broadcast without aerial.



MODEL SEVEN-TWENTY-SIX
Victrola adjustable-volume Victrola with all-electric new Radiola. Automatic-plate brings in nearly broadcast without aerial.



MODEL TWELVE-FIFTEEN
The Victor adjustable-volume Victrola with all-electric new Radiola. Automatic-plate brings in nearly broadcast without aerial.



MODEL NINE-SIXTEEN
Victrola adjustable-volume Victrola with all-electric new Radiola. Cabinet in early English style.

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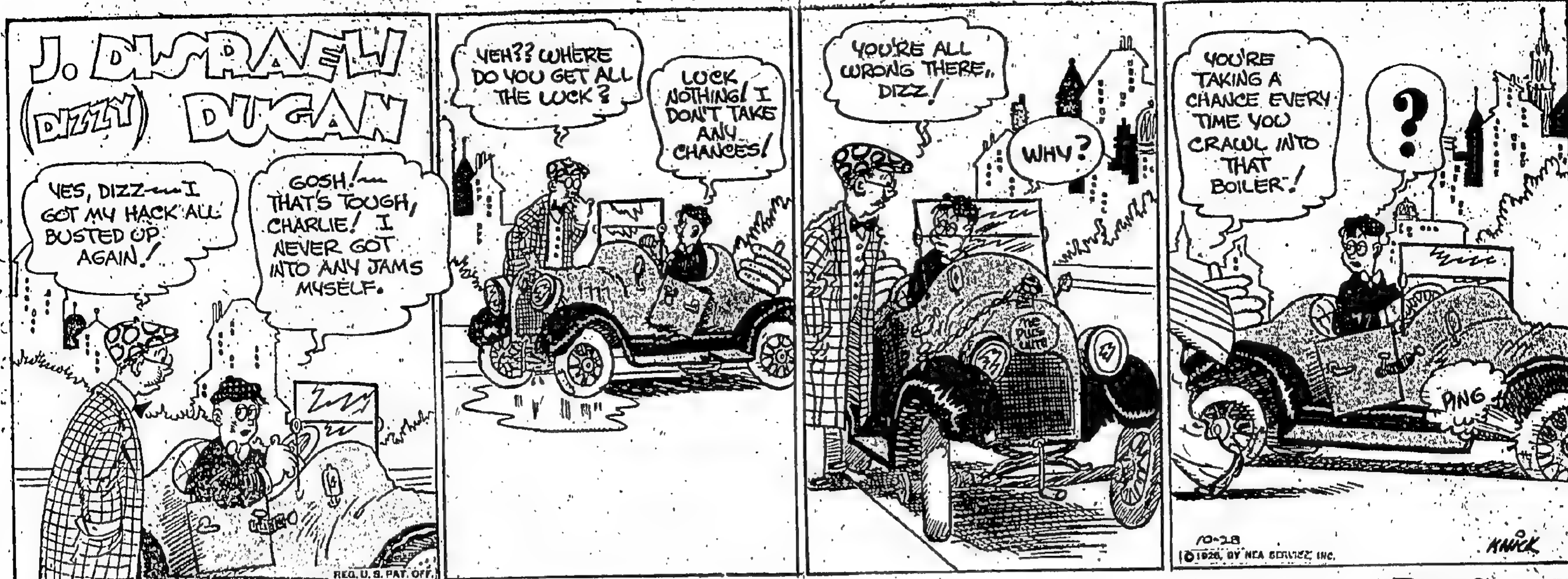
Victrola
VICTOR TALKING MACHINE COMPANY
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This trade-mark identifies the Orthophonic

for Britain; tremendous industrial activity, unaffected for some time by financial stringency, is likely to supply surplus capital to those eager for a sound investment in Europe; an unprecedented drive for trade (Hoover announced recently that he will go to South America before his inauguration); and an enthusiastic development of aeronautics. There will probably be less talk of a "Big Navy," as much because there is a growing opinion that navies are obsolete, in view of air development, as because there is a profound desire for peace.

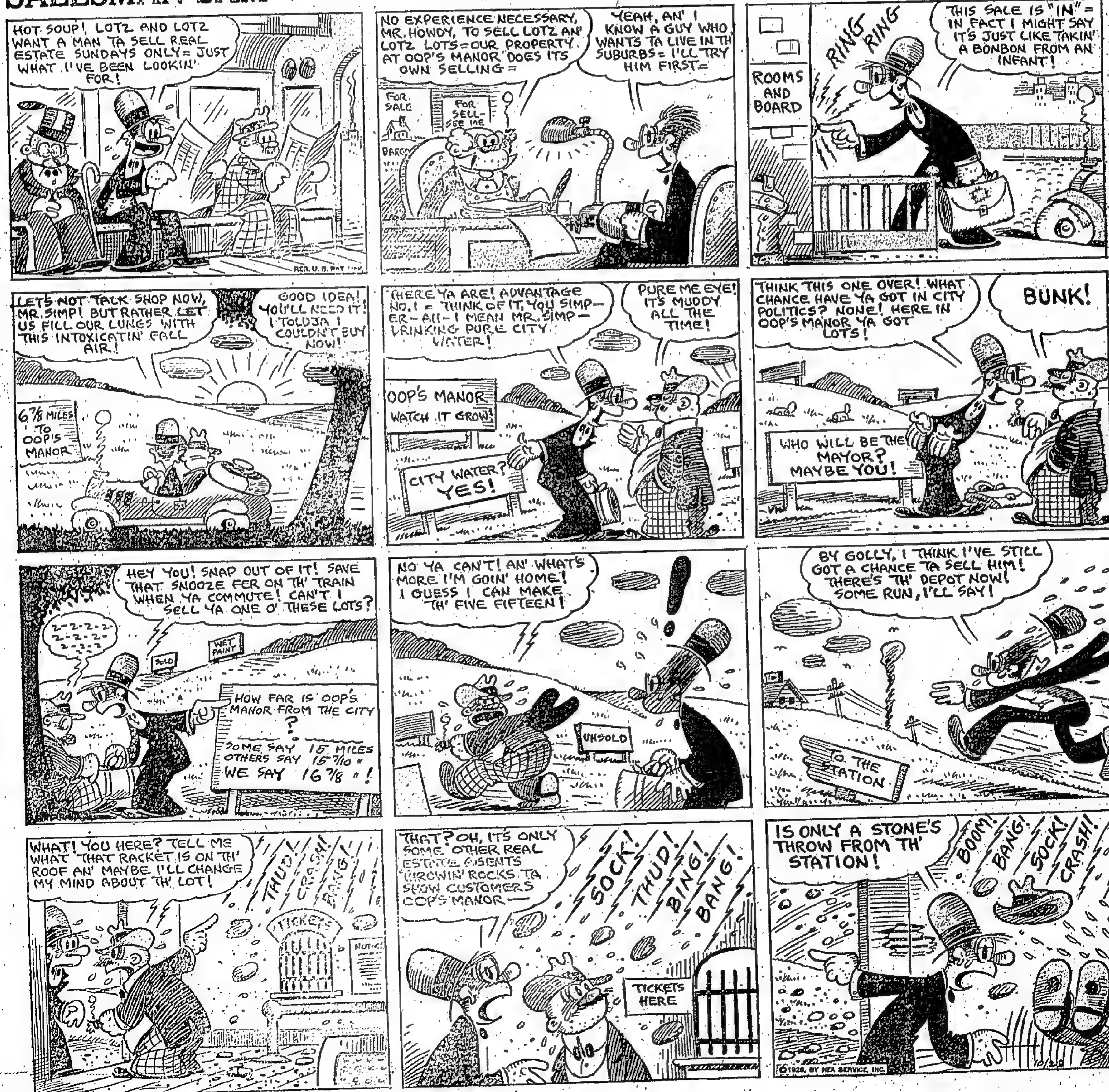
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EMPEROR OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPEROR OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPEROR OF RUSSIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPEROR OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPEROR OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPEROR OF RUSSIA	May 4	May 7	May 10	May 12	May 21
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPEROR OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPEROR OF RUSSIA	June 19	June 22	June 25	June 27	July 6
EMPEROR OF ASIA	July 3	July 6	July 9	July 11	July 20

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CHENONCEAUX...	1st Jan.	D'ARTAGNAN...	1st Jan.
ATHOS II.....	15th Jan.	SPHINX.....	15th Jan.
D'ARTAGNAN...	29th Jan.	G. METZINGER...	29th Jan.
SPHINX.....	12th Feb.	PAUL LEONAT...	12th Feb.
G. METZINGER...	26th Feb.	ANDRE LEBON...	26th Feb.
PAUL LEONAT...	12th Mar.	PORTHOS.....	12th Mar.
ANDRE LEBON...	26th Mar.	CHENONCEAUX...	26th Mar.

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DINNER DANCE.

AUTOMOBILE ASSOCIATION FUNCTION.

An extremely enjoyable evening was spent at the Peninsula Hotel yesterday on the occasion of the annual dinner dance for members and friends of the Hongkong Automobile Association. The attendance numbered about 360.

During the course of the evening, prizes won at the illuminated motor-car and motor-cycle parade at the Grand Tattoo were presented by Mrs. E. D. C. Wolfe to the winners.

Before making Mrs. Wolfe to distribute the prizes, Mr. P. M. Hodgson, President of the Association, said:

It is customary for the President of this Association to make a speech at the annual dinner dance. I am told I must conform to the custom.

It is very encouraging to see so many members and their friends present tonight. We may be proud of the fact that this is the first public dinner dance held in the ballroom of this beautiful hotel although I understand that upon the night of the opening of this hotel last Tuesday a dance was held in this room but that it was merely to train the "boys," a rehearsal for the band and the means of polishing the floor for us. (Laughter.)

I must be brief tonight as we have something else to do, namely, to present the prizes awarded for the best and most cleverly decorated cars in the Tattoo procession.

The judges had great difficulty in coming to a decision to whom to award these prizes owing to the general excellence of the exhibits. I think the Empire car stood out but as this was put in by this Association it did not compete for a prize. The most effective car was that of the Standard Oil Company as a service station complete in the minutest detail, and this takes first prize of the trade cars. (Applause.)

Mr. Han's private car was excellent and takes first Prize in this section, whilst for motor cycles those of the Sincere Company Ltd. and Mr. Sands were adjudged to be the best. (Applause.)

Small souvenirs will be presented to the ladies on the Empire car and to Miss Violet Capell, its organizer.

There was no prize for the National cars but your Committee were so struck with the exceedingly well turned out Car representing Holland that they decided to present souvenirs to the Dutch ladies taking part. (Applause.)

The easiest task your Committee had was in selecting some one to present these prizes as no one more suited could have been chosen than the wife of the Captain Superintendent of Police—Mrs. Wolfe—who has graciously consented to do so. (Applause.)

Traffic Officer Praised.
This is a happy choice as this Association is always in close and friendly touch with the Police and most Members come in contact with the Traffic Department at one time or another—some of you perhaps unwillingly. I am sure you will agree with me, however, that the officers of the Traffic Department are always civil and courteous and I can vouch for the fact that many reports made are overlooked and put into the waste paper basket.

Those that do come before the Courts are usually admitted cases

LETTER GOLF.

It may be a poor time to bring up a subject like a HEAT WAVE, but it makes a tricky letter golf puzzle. Par is six.

H	E	A	T
W	A	V	E

1—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to Hen, in three strokes, COW, HOW, HEW, HEN.

2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page.

of breach of the regulations.

Traffic regulation is all important and we should assist and be grateful. We must also thank our P.W.D. for the general upkeep of the roads which makes motoring in this Colony so pleasant but I want you not to forget the work done behind the scenes by this Association which is of the utmost benefit to one and all both individually and collectively. Every man and woman in this Colony owning a car ought to be a member of this Association.

Before calling upon Mrs. Wolfe to present the prizes, I should like to express this Association's appreciation of the very hard work put in by Mr. C. M. Manners who organized the Tattoo procession so successfully. (Applause.)

The Prize List.

Mrs. Wolfe then handed awards to the following successful competitors:

Trade entries.—1. The Standard Oil Company of New York (a clock). 2. Messrs. A. Lung and Company (two alabaster lamps). 3. The Asiatic Petroleum Company (a clock).

Private cars.—1. Mr. R. C. Ham (statuette). 2. Mr. P. Sands (a clock). 3. Motor-cycles.—1. The Sincere Company Limited (an alabaster lamp). 2. Mr. P. Sands (a clock).

Empire car.—The following ladies who took various roles in this connection received cut-plata articles: Miss Barbara Walker (Britannia), Miss Eselle Rose (Australia), Miss Phyllis Capell (Canada), Miss Yvonne Kelly (South Africa), Mrs. K. S. Pavri (India), and Miss Violet Capell, who organized the entry.

Dutch car.—The following ladies each received a pair of silver Dutch shoes: Mrs. M. Van Heurn, Mrs. V. Keyser, Mrs. J. Van Nieuwenhuys, Mrs. M. de Bruyn, Mrs. C. Ramondt, Mrs. R. de Vries, and Mrs. L. Wierink.

On the proposition of Mr. Hodgson, a hearty vote of thanks was extended to Mrs. Wolfe.

LOCAL CRICKET.

COLTS v. VETERANS AT THE H.K.C.C. TO-DAY.

On the Hongkong Cricket Club's ground to-day a match will be played between members "under thirty" and "over thirty," commencing at 2 p.m. The teams are:

Under 30.—A. C. I. Bowker (Capt.), H. J. Armstrong, J. Bonnar, C. Bradley, H. F. L. Ewin, H. V. Parker, V. W. L. Stanlon, J. A. Summors, R. H. D. Wade, C. D. Wales and L. Goldman.

Over 30.—H. R. B. Hancock (Capt.), Capt. A. N. Evers, Major D. Gaye, A. W. Hayward, E. J. R. Mitchell, T. E. Pearce, Rev. E. K. Quick, A. Reid, Col. T. A. Robertson, W. K. Tait and S. A. Arthur.

University v Combined League.

The following have been selected to represent the University Past and Present in their annual match against the Combined League to-day at 2 p.m. sharp at Pokfulam.—A. A. Rumsjohn (Capt.), D. Leung, T. E. Yeoh, E. Zimmerman, C. W. Lam, W. H. Sling, S. V. Gittins, A. P. Gutierrez, F. I. Zimmerman, E. A. Lee, A. T. Lee.

The K.C.C. Team.

The following will represent the Kowloon C.C. in a friendly match against the Navy on the latter's ground at King's Park at 2 p.m.—N. G. Ross (Capt.), A. W. Ramsey, E. F. Fincher, R. E. H. Oliver, G. A. V. Hall, F. S. W. Smith, Lieut. H. A. R. Puttee, H. T. Buxton, A. E. Silkestone, L. J. Blackburn and W. M. Gittins.

The Kowloon C.C. second team to meet the Club de Recreo in a League game on the K.C.C. ground at 2 p.m. will be as follows: H. Overy (Capt.), N. A. E. Mackay, D. S. Green, B. Petheram, A. R. F. Raven, G. Lee, O. B. Raven, J. J. Hirst, A. Hargreaves, Brownie, F. Hamblin and A. J. V. Smith.

LAWN TENNIS.

THE MIXED DOUBLES CHAMPIONSHIP.

As already announced, the semi-finals of the Open Mixed Doubles Championship of the Colony will be played to-day at the Chinese Recreation Club, and the final will be played to-morrow.

Play starts at 2.45 p.m. to-day and it is expected that there will be a large attendance to witness the closing stages of the first tournament of its sort held in the Colony. The first match will be between Mrs. Tottenham and Dr. Tottenham and Mrs. Hale and Lt. Hale, and second between Miss Enid Lo and M. W. Lo and Mrs. Miles and H. Owen Hughes. The Chinese Recreation Club has attained signal success in its venture into open tournament promotion. The entries were good, and dates were so rigidly adhered to that the final stages have been reached without any delay. Seldom have local tournaments been so smoothly carried through.

For the comfort of visitors seating accommodation will be provided and there will be some reserved accommodation at \$1 per seat. Booking is at the C.R.C. or with the Hon. Secretary of that Club, Mr. C. P. Lee, of the Kowloon Wharf and Godown Company.

The umpire for both semi-finals to-day will be Major Lucas, while Mr. R. E. Lindsell will preside over the final to-morrow.

The prizes will be presented at the conclusion of the final to-morrow, by Lady Chow.

The Y.M.C.A. beat the St. Andrew's Young Men's Club at basketball by 10 points to 8, at the Y.M.C.A. yesterday.

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"RECTOR" 24th Dec. M'Isle, London, R'dam & Glasgow
"PERSEUS" 8th Jan. M'Isle, London, R'dam & Hamburg
"AENEAS" 22nd Jan. M'Isle, London, R'dam & Glasgow

LIVERPOOL SERVICE

"GLAUCOUS" 20th Dec. Genoa, Havre, Liverpool & G'gow
"TYDEUS" 20th Jan. Genoa, Havre, Liverpool & G'gow

PACIFIC SERVICE

via Kobe & Yokohama
"PROTEUS" 3rd Jan. Victoria, Vancouver & Seattle
"TALYBIUS" 24th Jan. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"EUMAEUS" 11th Jan. New York, Boston & Baltimore
"AUTOLYCUS" 8th Feb. New York, Boston & Baltimore

INWARD SERVICE

Due For
"AENEAS" 16th Dec. Shanghai, Tsingtao & Dairen
"ATREUS" 25th Dec. Shanghai, Kobe & Yokohama

PASSENGER SERVICE

"RECTOR" 24th Dec. Singapore, Marseilles & London
"AENEAS" 22nd Jan. Singapore, Marseilles & London

Sails at 4 p.m.
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—

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Agents

President Liner

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles To Seattle and Victoria
The Sunshine Belt via Honolulu The Short, Straight Route to America
Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. Madison Tue., Dec. 16, Noon Pres. Pierce ... Tue., Dec. 25th
Pres. Jackson ... Tue., Jan. 1st Pres. Taft ... Tue., Jan. 8th
Pres. McKinley ... Tue., Jan. 14th Pres. Jefferson ... Tue., Jan. 21st
Pres. Grant ... Tue., Jan. 28th Pres. Lincoln ... Tue., Feb. 4th

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

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Fortnightly sailings on Sunday via Manila, Suez, Colombo, Socatra, Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Monroe Sun., Dec. 16, 8 a.m. Pres. Hayes ... Sun., Jan. 27, 8 a.m.
Pres. Wilson Sun., Dec. 20, 8 a.m. Pres. Polk ... Sun., Feb. 10, 8 a.m.
Pres. V. Buran Sun., Jan. 13, 8 a.m. Pres. Adams ... Sun., Feb. 24, 8 a.m.

To Manila

Pres. Monroe ... Dec. 16th, 8 a.m. Pres. Wilson ... Dec. 30th, 8 a.m.
Pres. Pierce ... Dec. 16th, 6 p.m. Pres. Taft ... Jan. 1st, 6 p.m.
Pres. Jackson ... Dec. 22nd, 6 p.m. Pres. McKinley ... Jan. 5th, 6 p.m.

For Bookings, Passenger and Freight Information, apply to
12, PENNIN STREET, (opposite Hongkong Hotel).
Telephones Central 2477, 2479 & 795.
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"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	DUE HONGKONG	DUE TO SAIL
*TAIPING	4th January	11th January
CHANGTE	8th February	15th February
TAIPING	8th March	15th March
CHANGTE		
*Calls at Hoilo.		

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Agents.

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ... ELLERMAN LINE

"CITY OF LAHORE" ... London, Rotterdam, Amsterdam & Hamburg ... 9th Jan.

"CITY OF MADRAS" ... London, Rotterdam, Amsterdam & Hamburg ... 9th Feb.

* Passenger Steamer. Fares to London: 1st Class £80; 2nd Class £55.

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SERVICES TO

BOSTON & NEW YORK ... AMERICAN & ORIENTAL LINE

"LEVERBANK" ... via Suez Canal ... 11th January

"ELMBANK" ... via Suez Canal ... 15th February

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Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Oshana, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis, Bay and Madagascar.

For freight or passage on any of the above lines apply—

Telephone Central 4701.

THE BANK LINE, Ltd.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAI via SWATOW & SHANGHAI	Hongkong Kwai-sang Chokeang Fookshing	Sun. 16th Dec at 7 a.m. Wed. 19th Dec at 7 a.m. Sun. 23rd Dec at 7 a.m. Wed. 26th Dec at 7 a.m.
TO MOJI & KOBE	Suisang	Satur. 22nd Dec at noon.
TO OSAKA via AMOI, SHANGHAI, MOJI & KOBE	Namsang	Sun. 30th Dec at 7 a.m.
TO STRAITS & CALCUTTA	Hosang Namsang	Tues. 18th Dec at 3 p.m. Satur. 5th Jan at 3 p.m.
TO SANDAKAN	Hinsang Mausang	Wed. 19th Dec at noon. Fri. 11th Jan at noon.
TO CANTON	Waishing	Mon. 17th Dec at 10 p.m.
TO TIENTSIN	Cheongshing	Tues. 18th Dec at noon.

For freight or passage apply to—

JARDINE, MATHESON & CO., LTD.

Telephone 215. Central General Managers

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings from Hongkong—Daily at 8 a.m.	(Sundays and 10.00 p.m. only)
Sailings from Canton—Daily at 8 a.m.	(Sundays and 4.30 p.m. only)

HONGKONG-MACAO LINE.

FROM HONGKONG.	FROM MACAO.
8.00 a.m. "SUI AN" from Wing Lok Wharf. (Sundays Excepted)	8.00 a.m. "WING ON" (Sundays Excepted)
2.00 p.m. "WING ON" from Wing Lok Wharf. (Sundays Excepted)	2.00 p.m. "SUI AN" (Sundays Excepted)

EXCURSION TO MACAO.

ON SUNDAY, THE 16TH DECEMBER.

S. S. "SUI AN"

Will depart from the Company's Wing Lok Wharf at 9.00 a.m. and from Macao at 4.00 p.m.

RETURN SALOON PASSAGE FARE: \$5.00

GLEN LINE.

Pure Hongkong to London & 282.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENIFFER" (Via Oran) ... 9th Jan	
Steamship "GLENSHANE" (Via Oran) ... 6th Feb	
Steamship "CARDIGANSHIRE" (Via Oran) ... 6th Mar	
Motor Vessel "GLENHARRY" (Via Oran) ... 3rd Apr	

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "GLENSHANE" ... 31st Dec	
Motor Vessel "GLENOGLE" ... 7th Jan	
Steamship "CARDIGANSHIRE" ... 21st Jan	
Motor Vessel "GLENAMOY" ... 11th Feb	
Motor Vessel "GLENHARRY" ... 18th Feb	

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

GENERAL DAWES.

TO BECOME HEAD OF BIG NEW COMBINE.

Chicago, Dec. 14. When he retires from the Vice-Presidency on March 4, General Dawes will become chairman of the Combined Central Trust Company and Bank of America, which have been merged, with total assets of \$160,000,000.

The new bank will retain the name of the Central Trust Company, with which General Dawes has long been identified.—*Reuter's American Service.*

SAFEGUARDING.

IRON AND STEEL TRADES AND THE LABOUR PARTY.

London, Dec. 14. At the request of the Iron and Steel Trade Confederation, a meeting between its executive committee and the executive committee of the Labour Party will be held shortly to consider a proposal for an official and impartial inquiry into the desirability of a measure of safeguarding for those industries.—*British Wireless.*

A BY-ELECTION.

TO FOLLOW APPOINTMENT OF NEW JUDGE.

London, Dec. 14. The appointment of Sir Malcolm Macnaghten to be a King's Bench Judge in the room of the late Mr. Justice Salter, necessitates a by-election in the city and County of Londonderry, which, since 1922, Sir M. Macnaghten has represented in the House of Commons.—*British Wireless.*

THE COAL CRISIS.

PLANS FOR EXTENSION OF MARKETING SCHEME.

London, Dec. 14. Colliery owners from all the exporting areas in Britain met in London yesterday further to consider proposals for co-ordination and extension of existing marketing schemes, and additional progress was made when the idea of inter-district co-operation is accepted in principle, there will remain an enormous amount of ground to be covered in the formulating of agreed propositions. Further meetings will be held in due course.

It is generally anticipated that in the House of Commons on Monday, the Prime Minister will announce that the Government favour making an immediate and substantial grant to the Lord Mayor's fund for relief. If the Treasury contribution is made, it will probably be accompanied by an appeal to the public to continue to respond liberally to the fund, and by a statement indicating the extent of the problem.

A recent development of the method whereby relief is afforded takes the form of the adoption of special areas in the coalfields by towns and districts in other parts of the country in which trade is good and there is little unemployment.

Inquiries by the authorities indicate that up to the present the children have not suffered physically owing to the distress, and exaggerated reports to the contrary may be disregarded.—*British Wireless.*

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.
HEAT, HEAL, HELL, HALL,
HALE, HAVE, WAVE.

MIRTH AND MUSIC.

ST. JOSEPH'S COLLEGE ENTERTAINMENT.

An excellent programme consisting of music and individual comic efforts was presented yesterday to a gathering of several hundred past pupils of St. Joseph's College. The concert represented one of the many activities which the old Boys' Association has planned for the next few months. The annual reunion dinner, it is understood, is now occupying the attention of the committee, and if all goes well will be held next month. Of the concert, two outstanding comic items were the efforts of Mr. R. M. Omar and Mr. M. F. Baptista, the dialogue of the former provoking roars of laughter. Mr. J. Braga's efforts on the violin were most enjoyable, and well deserved the applause which the audience accorded. Master F. Abraham also entertained with two clever violin pieces. The Aloha Serenaders, with their twelve instruments, provided some excellent music during the second half of the programme. This band of artistes have done well wherever they have appeared. To the large audience which heard them yesterday, the music was as charming as could be, the Serenaders, by their masterly handling of the instruments, literally "bringing the house down."

AN INVESTMENT TRUST

HUGE COMBINATION FORMED IN AMERICA.

New York, Dec. 14. The formation is officially announced of a Standard Industries Incorporated Combination Investment Trust, and a holding company, with a capital of \$100,000,000 of which it is understood \$70,000,000 will be offered to the public. Investments will probably be made in companies conducting fundamentally related business producing and distributing trademarked articles, or standard commodities capable of wide use. The directorate includes the Vice-Chairman of the British-American Tobacco Company, the President of the Canadian Life Insurance Company, and several well-known bankers and metal industry executives.—*Reuter's American Service.*

OPIUM TRAFFIC.

APPOINTMENTS TO LEAGUE OF NATIONS BOARD.

Luzern, Dec. 14. The League Council has appointed Mr. L. A. Lyall (Britain), Mr. May (United States), Mr. Nijmima (Japan) and Sir Basanta Mullick (India) to be members of the Permanent Central Board on Opium Traffic. The first meeting will be held at the beginning of January.—*Reuter.*

THE FRENCH BUDGET.

ADOPTED BY LARGE MAJORITY IN THE CHAMBER.

Paris, Dec. 14. The Chamber has passed by 460 to 120 the Budget providing for 45,415,131,748 francs receipts and 45,369,183,956 expenditure, thus showing an active surplus of 45,947,777.—*Havas.*

CHAMBER OF COMMERCE.

(Continued from Page 2.)

the same members who compose the present Committee; their names are set out in the Articles of Association and they were to hold office until the annual meeting in 1930, instead of retiring at the usual annual meeting which will be held a little over a month from the present date.

The need for confidential representations to local or foreign authorities has been reorganized and the Committee has been given power, by Article 42, to make representations on behalf of any section of the members to any appropriate authority and in their discretion to keep such representations and the results secret.

The Committee are also given power to make "Bye Laws" to govern the general business of the Chamber, and I may say that a complete set of "Bye Laws" for the conduct of arbitrations has been compiled with forms for the use of arbitrators, and when approved will be printed and incorporated with the Memorandum and Articles, a copy of which will be sent to all members. In case of any doubt as to the procedure to be adopted members can then refer to the "Bye Laws" for guidance and act without fear of making any (false) step. The Articles also provide that all members of the present Association shall automatically become members of the Limited Company under the Articles.

Resolutions Approved.

I do not think that there is anything further that I can add, and I therefore beg to move the First Resolution contained in the Notice, namely:

That the above named Association be wound up and that for that purpose John Fleming and Archibald Ritchie, Chartered Accountants, both of 3 Queen's Road Central, Victoria, Hongkong, be appointed liquidators with all necessary powers for conducting and completing such winding up at a remuneration to be settled by the Committee.

After this resolution has been seconded I shall be glad to answer to the best of my ability any questions that members may desire to put.

Mr. P. S. Cassidy seconded the resolution, which was carried unanimously.

The Chairman then moved the second resolution:

That in the place of the above named Association a Company Limited by guarantee named "The Hongkong General Chamber of Commerce" be formed and registered under the Hongkong Companies Ordinance 1911-1925 that such formation and registration be undertaken and carried out by the existing Committee of the above named Association and that the Memorandum and Articles of Association thereof be determined and settled by them in such manner as in their absolute discretion they shall think fit and that the assets and records of the above named Association be taken over by and transferred to the Company forthwith after the completion of the said registration; and that all necessary expenses of and incidental to such winding up, formation, registration and transfer be paid by the

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LTD.

From MIDDLESBRO', LONDON and STRAITS.

The Steamship, "BENRINNES."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 1st January, 1929, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by—

GIBB, LIVINGSTON & CO. LTD. Agents. Hongkong, December 10, 1928.

HOLLAND-POST AZIE LIN. (HOLLAND-EAST ASIA LINE.)

From AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN, GENOA and ANTWERP.

The Steamship, "OOSTERK"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provision Loan and Mortgage Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 22nd December, 1928, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 21st December, 1928, at 10 a.m. by Messrs. Goddard & Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatsoever.

Bills of Lading will be countersigned by—

JAVA-CHINA-JAPAN LIN. General Agents. Hongkong, 14th December, 1928.

said Committee out of the funds of the above named Association. Mr. A. E. Martin seconded the resolution, which was carried unanimously.

The Chairman said: During the next two weeks the necessary steps will be taken to wind up the present organization and to register the new Company so that it shall come into being on January 1, 1929.

As an Association existing not for the purpose of profit a license will be applied for and will doubtless be granted by His Excellency the Governor to omit the word "Limited" from its title.

There will be no necessity to trouble the members to attend any further meeting in connexion with this matter, and I thank you for your attendance.

The proceedings then terminated.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND) Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
NALDERA	16,088	22nd Dec.	Bombay, M'les & London
MANTUA	10,946	5th Jan.	Bombay, M'les & London
KALYAN	9,144	19th Jan.	Marseilles, L'don & Hull
ALIPORE	5,273	24th Jan.	Straits, Colombo & B'bay

Cargo only. Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Ekdavia Mail S. S. Co.

BRITISH-INDIA-APCAR SAILINGS

TALAMBA	8,018	24th Dec.	S'pore, Penang & Calcutta
TALMA	10,000	6th Jan. 1929.	S'pore, Penang & Calcutta
SANTHA	7,754	26th Jan.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

*ST. ALBANS	4,500	28th Dec.	Manila, Sandakan, Thure
ARAFURA	6,000	1st Feb. 1929.	Island, Townsville, B'bane
TANDA	6,656	1st Mar.	Sydney and Melbourne

*Calls Port Holland Omits Sandakan. Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The P. & O. S. S. Co., Ltd. Steamers will also call at Shanghai, Tientsin, Kobe, Kulsambagan, Tawau, Tinsor, Darwin, or other ports on route as indicated on office. Frequent connections from Australia with the following:—The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.; The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TREBILIAN	5,284	17th Dec.	Shanghai, Moji, Kobe & Yokohama
GAZANA	5,284	20th Dec.	Moji, Kobe & Osaka
KALYAN	9,144	21st Dec.	Shanghai, Moji, Kobe & Yokohama
ALIPORE	5,273	1st Jan.	Moji & Kobe

*Cargo only. All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., P. & O. Bldg., Connaught Rd., C. Agents.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES \$120, \$112, \$110 \$102 \$83 via SAN FRANCISCO \$440 \$420 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu. Tenyo Maru ... Wednesday, 23rd Jan. Korea Maru ... Wednesday, 6th Feb.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez. Kamo Maru ... Saturday, 15th Dec. Katori Maru ... Saturday, 29th Dec.

SYDNEY & MELBOURNE via Manila & Ports. Sado Maru ... Wednesday, 19th Dec. Aki Maru ... Wednesday, 23rd Jan.

BOMBAY via Singapore, Penang & Colombo. Nagato Maru ... Thursday, 27th Dec. SOUTH AMERICA (WEST COAST) via Japan, Honolulu.

Los Angeles, Mexico & Panama. Ginyo Maru ... Tuesday, 18th Dec. SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.

Kamakura Maru ... Saturday, 5th Jan. NEW YORK via PANAMA. Takaoka Maru ... Monday, 31st Dec.

Tatsuno Maru ... Saturday, 16th Jan. LIVERPOOL via Port Said, Genoa & Marseilles. Dakar Maru ... Friday, 21st Dec.

CALCUTTA via Singapore, Penang & Rangoon. Morioka Maru ... Sunday, 16th Dec. Rangoon Maru ... Saturday, 29th Dec.

SHANGHAI, KOBE & YOKOHAMA. Hakodate Maru (Kobe Direct) ... Tuesday, 18th Dec. Delagoa Maru ... Wednesday, 19th Dec.

Hakone Maru ... Monday, 24th Dec. *Cargo only. Reduced 1st class Excursion Rates quoted between

Manila and Australia. For further information apply to: NIPPON YUSEN KAISHA Tel. Central Nos. 292, (private exchanges to all Depts.)

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL S.S. CO., LTD.) SAILINGS FROM HONGKONG

S.S. "CITY OF CHESTER" ... via Suez Canal 27th Dec. S.S. "EUMAEUS" ... via Suez Canal 11th Jan. S.S. "AUTOLYCHUS" ... via Suez Canal 8th Feb.

Steamers proceed via Suez Canal or Panama Canal at owners' option. Subject to Change without notice. For freight and particulars apply to: BUTTERFIELD & SWIRE or THE HANK LINE, LTD., HONGKONG, Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

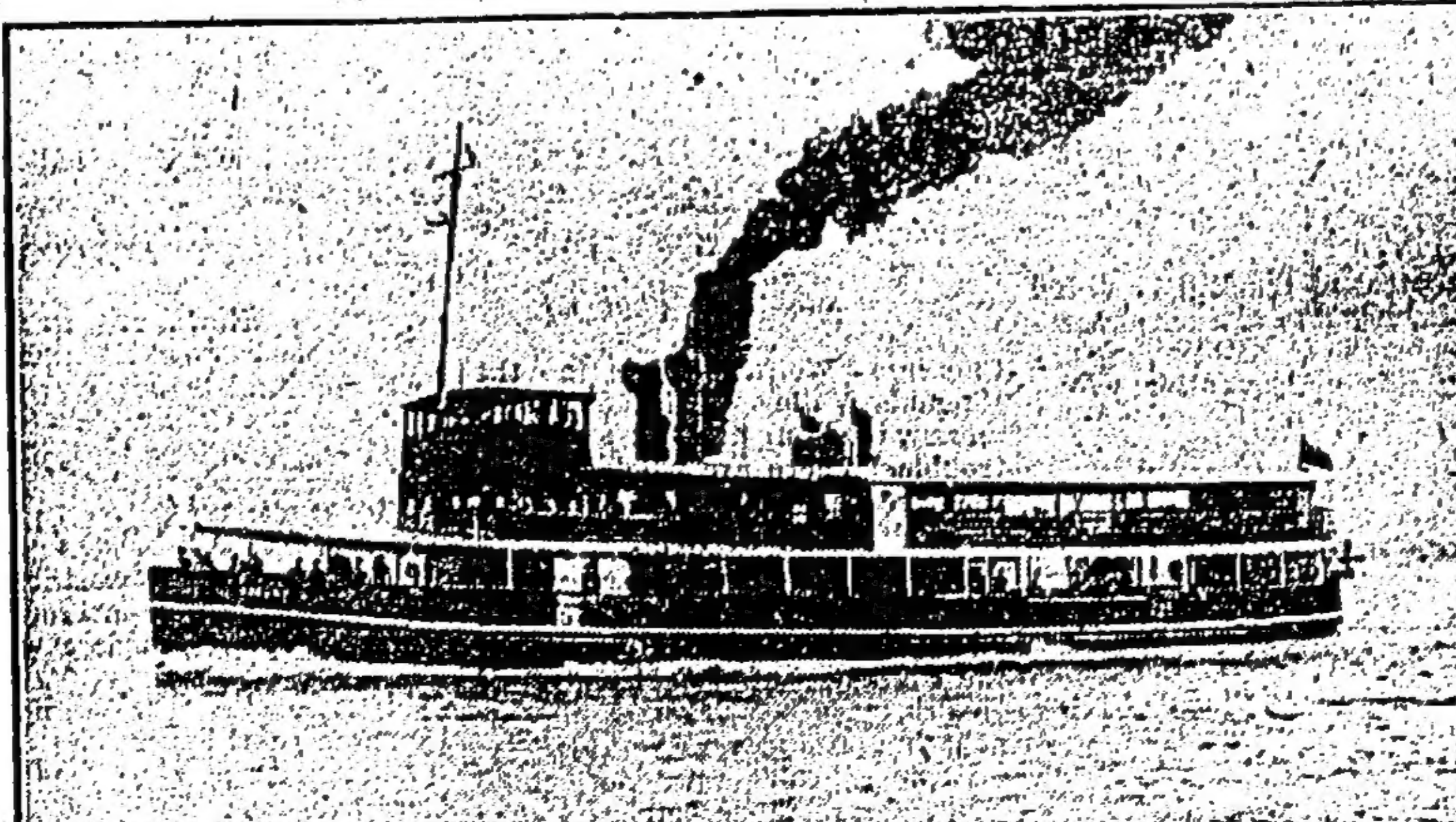
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newly renovated and installed with Box Spring Beds, Hot and Cold
Water, also Telephone.

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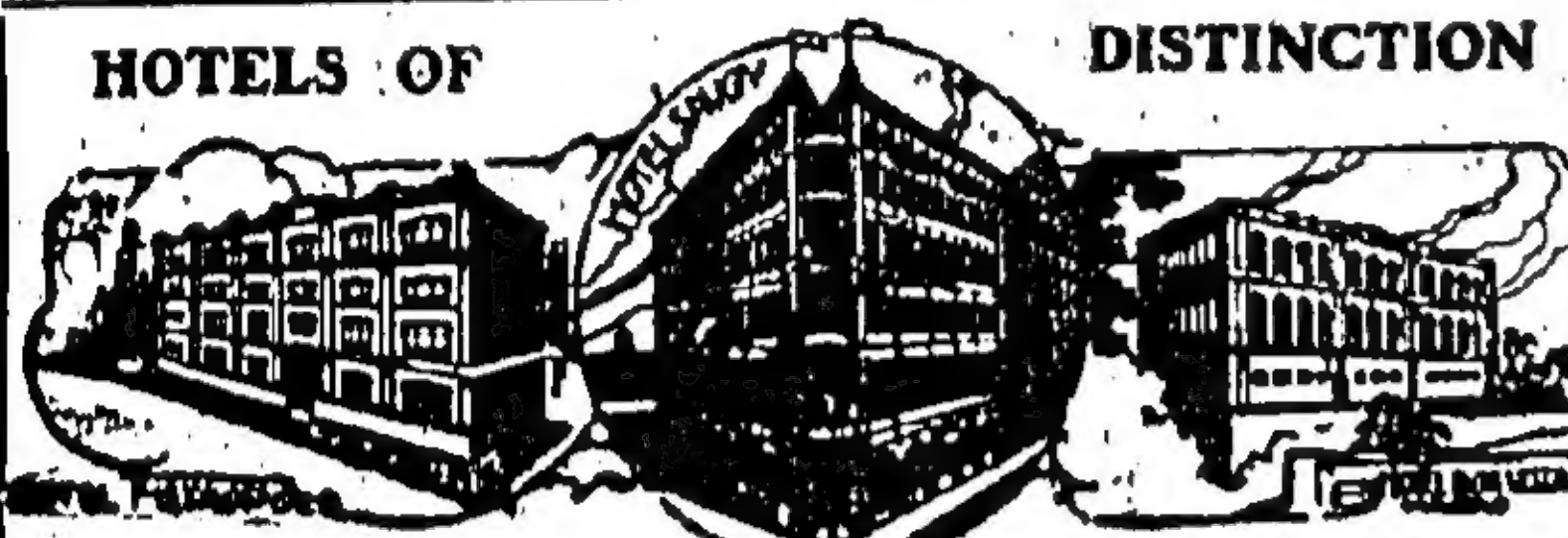
CHRISTMAS & NEW YEAR'S EVE.
24th and 31st December, 8 p.m. to 12 m.m.
\$5.00 PER PERSON.

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dancing every
Tuesday, Thursday
and Saturday.

Grill

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Arthur E. Odell, Managing Director.

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LARGEST BALLROOM IN THE STRAITS.
Overlooking the Sea.

Hot and Cold Running Water. Modern Sanitary System.
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Hongkong.

BRITISH RIGHTS IN INDIA.

STRONG VIEWS AT EUROPEAN
CONFERENCE.

"WILD MEN TALKING."

Calcutta, Dec. 14.
British interests in India were
emphasized to-day at a big con-
ference comprising the Council of
the European Association, and
delegates from all Provinces in
India, when it was made clear that
the British residents would resist
a Hindu oligarchy to the full.
At the opening of the Confer-
ence it was at once decided to send
a message of sympathy to the
Queen, expressing earnest wishes
for the King's complete recovery.
The Council's recent memorandum
to the Simon Commission was
discussed and fully endorsed in a
lengthy resolution by the Confer-
ence.

Mr. C. B. Chatter, who presid-
ed, said:

"It is useless for wild men to
aim at this time at the immediate
establishment of a Hindu
oligarchy, to talk loudly of their
inherent rights and to completely
ignore the British connexion.
"We British residents in India
have inherent rights also, and we
are determined that any scheme
of responsible Government shall
recognise those rights."—*Reuter.*

THE NISHIHARA LOAN.

CHINA DOES NOT INTEND
TO RECOGNISE.

Shanghai, Dec. 14.
Mr. T. V. Soong, Finance
Minister, informed the Chinese
press yesterday that the prevailing
rumours of the National Govern-
ment's intention to recognise
the Nishihara Loan in return for
Japan's consent to Customs
autonomy are entirely groundless.
Giving reasons for the attitude
of the National Government in
this connexion, Mr. T. V. Soong
said that the money from the
Nishihara Loan was
spent for the purpose of
fighting and with a view
to exterminating the Kuomintang
movement in South China. The
Northern politicians responsible
for the negotiation of the Loan
were members of the once notori-
ous Anfu Political Clique, which
had always been the bitterest
enemy of the Kuomintang Party
and of the Nationalist movement.

MARSHAL YEN TAKES OFFICE.

DISBANDMENT PARLEY VERY
SOON.

Nanking, Dec. 14.
Marshal Yen Hsi-shan assumed
his portfolio as member of the
State Council this morning.
The Finance Minister, Mr. T. V.
Soong, officiated at the ceremony
and Marshal Chang Kai-shek and
Mr. Tsai Yuan-pei were among
others present.
With the arrival in Nanking of
Marshal Yen, Nanking leaders
have decided to call the All-China
Disarmament Conference either at
the end of this month or early in
January. It is understood that
telegrams have been sent to Can-
ton and Hankow inviting Marshal
Li Chai-sum and General Li
Chung-yen to participate in the
conference.

GERMAN SUGAR DUTY.

REICHSTAG APPROVES OF
INCREASE.

Berlin, Dec. 14.
The Reichstag has adopted a
Bill for increasing the sugar duty
to 25 marks per two hundred-
weight, which will be annulled
when the price on the Magdeburg
Bourse exceeds 21 marks per hun-
dredweight.
The object of the Bill is stated
to be to make foreign producers
more amenable to negotiations under
the Sugar Convention.—*Reuter.*

N. D. L. AND H. A. L.

Berlin, Dec. 14.
The North German Lloyd an-
nounces that negotiations with the
Hamburg-America Line for a
working agreement have broken
off.—*Reuter.*

GOVERNOR OF N. IRELAND.

London, Dec. 14.
The Duke of Abercorn has been
gazetted Governor of Northern Ire-
land for a further period of six
years.—*Reuter.*

THE SPORTS CLUB OPENING.

NEW LOCAL VENTURE
LAUNCHED.

CHINESE & NON-CHINESE JOIN
IN SCHEME.

NAMES OF OFFICIALS.

Intended to cultivate the spirit
of "concord," especially in the
realm of sport, there is being open-
ed at noon to-day a new organiza-
tion, known as The Sports Club,
which has secured attractive pre-
mises in King's Building. His
Excellency the Officer Administer-
ing the Government is performing
the opening ceremony.

People familiar with racing here
are no doubt well aware of the
advancement in sporting and
social intercourse made in recent
years between Chinese and non-
Chinese residents as the result of
the Jockey Club's action in admit-
ting Chinese members.

The idea of the new Club is to
carry this stage further. At the
same time, it is not sufficient
to take a Club-house and announce
that Chinese and non-Chinese
residents are invited to join—
there must be some means of
encouraging constant meetings,
some common topic and some item
of mutual interest to discuss.

Keen Interest.

Chinese gentlemen are taking a
very keen interest in racing and
similar sporting matters to-day
and therefore, by forming the
Sports Club, which has for its
prime object the development of
sport, a number of subjects for
general conversation are imme-
diately found.

The support which has been
given is a sufficient indication that
a Club of this nature finds wide-
spread sympathy. The new Club
will be managed by the voting
members, which will consist of an
equal number of Chinese and non-
Chinese members.

The Club Fees.

Original voting members have
agreed to donate a sum of \$250 each
towards the cost of furnishing and
fitting up of the Club in a suit-
able style. Further, as voting
members, they will pay an entrance
fee of \$50 each. Ordinary mem-
bers will pay an entrance fee of \$2
each. The monthly subscription
for voting and ordinary members
is to be \$7.
The difference between a voting
member and an ordinary member
is that the ordinary member will
have no voice in the management
of the Club, but apart from this he
will enjoy exactly the same
privileges as a voting member.
Absent members will pay a fee of
\$5 per year.

The Committee.

The General Committee will con-
sist of six members, three being
Chinese and three non-Chinese.
The Ballotting Committee will con-
sist of the General Committee and
twelve others, six of the latter be-
ing Chinese and six non-Chinese.
Should the Chairman be non-Chi-
nese, the Vice-Chairman will be
Chinese and the Vice-Chairman
non-Chinese, and so on.

The Officials.

The first Chairman of the new
Club will be Mr. H. P. White and
its first Vice-Chairman, Mr. Ho
Leung. Mr. H. C. Lee is the Hon.
Secretary, the other members of
the Committee being Messrs. H. H.
Priestley, P. Tester and T. N.
Chau.

About 150 residents have enroll-
ed as members, slightly more than
half of this number being non-
Chinese. Twelve of these mem-
bers will act with the Committee
members as a Ballotting Commit-
tee.

PLIGHT OF BRITISH MINERS.

(Continued from Page 1.)

Carnegie Welfare Clinic in the
Rhonda Valley. This \$28,000 is
merely touching the fringe of the
trouble. There are whole valleys
that are dead.

Load of Debt.

There are townships where
every man is on the dole and
where the Guardians, in spite of
the vigilance of the Ministry of
Health, are not only heavily in-
debted but are increasing their in-
debtedness. The private shop-
keepers are in despair, and the
multiple shops, branches of
national firms while better able
to face bad times, say that they
are only keeping open from a
sense of duty to supply neces-
saries which the people can afford
out of the unemployment benefit
or the Poor Law relief, which is
all that many of the people have
to live on.

MARCONI COMPANY CONTROL.

STILL TO REMAIN IN HANDS
OF BRITISH.

ARTICLES AMENDED.

London, Dec. 14.
An extraordinary general meet-
ing in London of the Marconi
International Marine Communica-
tion Company made altera-
tions in the Articles of
Association providing that at no
time should more than
25 per cent. of the issued shares
of the Company be in the hands
or under the control of persons not
of British nationality.

The amended Articles also pro-
vide that no person other than a
British subject should be qualified
to hold office as a Director of the
Company, provided always that
this prohibition should not apply
to the present Directors.

Senator Marconi, presiding, said
it would be unfortunate if the im-
pression got abroad that their
Company was not now and had not
always been under British control.
Mr. Kellaway, Managing Direc-
tor, said the Board had not been
inspired by any academic opposi-
tion to the employment of foreign
capital. They would always be
glad to see foreigners interesting
themselves in the fortunes of the
Company.—*British Wireless.*

"STATE OCTOPUS" DANGER.

LORD BIRKENHEAD ON
TAXING THE RICH.

London, Nov. 21.
The Earl of Birkenhead, at the
monthly luncheon in connexion
with the Individualist Bookshop,
held today at the Hotel Cecil, re-
ferred to the Socialist menace of
greater taxation through the ex-
tended activities of the State
Octopus.

"You cannot state in simple and
logical language the individualist
position and defend it," he pro-
ceeded. "Still less can any one
person attempt the defence of the
Socialist position. The whole con-
troversy between those who insist
on the importance of retaining the
power of individual initiative and
those who would invade still further
the integrity and independence of
individual decision by the coercive
authority of the State is not, and
never can be, a difference of prin-
ciple; it is a difference of degree."

"We are," Lord Birkenhead con-
tinued, "drifting to-day—we have
drifted ever since the war—more
and more rapidly towards the view,
wholly mistaken and indefensible,
that great new areas ought to be
taken over by the State Octopus by
which we are menaced."

"We are told that in the future
even greater taxation is to be im-
posed than has ever been conceived
by any country. The taxation in
this country to-day for rich men,
you include income-tax and super-
tax; is very nearly or quite 12s. in
the £. That must react upon the
whole prosperity of the people."

"The idea that you can maintain
the population of these tiny islands
if you are to impose burdens upon
those and those who alone, by their
experience, capacity, and ingenuity,
have shown themselves able to keep
abreast of recent European and
world competition, is the idle
babbling of foolish thoughtlessness."

"When I read that Mr. Snowden
is contemplating, if and when he is
asked to undertake the duty, impos-
ing very heavy new taxation, I, with
great respect, ask what indication
has any one of the leaders of the
Labour Party ever given that he is
adequate to manage any business at
all."

"It would be a dark day for this
country and Empire if all which in
the past has been most instrumental
in building up individual character
were to be submerged by this new
and perilous doctrine that all men
are intellectually equal and all men
equally meritorious citizens."

"You might as well draw by lot
the next team which is to represent
this country at the Olympic Games.
The result would be as ludicrous—
as disastrous."

CUBAN SUGAR CROP.

New York, Dec. 14.
A message from Havana states
that the Minister of Agriculture
estimates the Cuban sugar crop at
about 4,750,000 long tons.—*Reuter.*

FINE WEEK-END.

The Observatory weather fore-
cast up till noon to-morrow is:—
North-east winds, moderate; fine.

Mr. Kodaka, the well-known
Japanese pearl expert, has arrived
in Hongkong having brought a
very fine selection of pearls and
culture pearls, mounted as neck-
laces, rings, brooches, etc. In-
cluded in the display are some
pretty examples of various jewels
set in platinum, gold and silver.
Seed pearl necklaces (which are in
great demand now) are also being
shown, the exhibition opening on
Monday next for one week only
at Komor and Komor's Art Salon.

HALL CAINE'S FAMOUS STORY FILMED!

"The Woman of Knockaloe" brought to
the screen by the great German director
Erich Pommer. Lavishly produced and
superbly acted, it is Pola Negri's greatest
screen triumph!

POLA NEGRI



You will
be thrilled as
never before
at this mighty
drama of a
great and
enduring
love!

in BARBED WIRE

AN amazing story of a beautiful, patriotic
French girl and a man who represented all she
believed the hated—a German prisoner of war!

9.15—SPECIAL ADDITIONAL ATTRACTION—9.15
NINA ET JACQUES
CLASSICAL DANCERS.

AT THE
QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20

THE SCREAMINGLY FUNNY FARCE-COMEDY!

Based on the
Famous Stage
Play!

A new
picture
novelty!



With
George Sydney
Allan Forrest. *Laughs All The Way!*
AT THE
WORLD FINAL SHOWINGS
TO-DAY
At 5.15, 7.20, 9.20. 2.30, 7.15.
Chinese Picture
Aahs of the Lotus

WILLIAM FOR PRESENTS The ESCAPE

VIRGINIA WILLI
WILLIAM RUSSELL



A masterpiece of emotion
enacted in the mad swirl
of New York's gayest
Night-Life!

AT THE
STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.